

WELWYN HATFIELD BOROUGH COUNCIL
DEVELOPMENT MANAGEMENT COMMITTEE – 9 JANUARY 2020
REPORT OF THE CORPORATE DIRECTOR (PUBLIC PROTECTION, PLANNING
AND GOVERNANCE)

6/2019/1067/MAJ

HILL-TOP NEIGHBOURHOOD CENTRE, HIGH VIEW, HATFIELD, AL10 8HZ

REDEVELOPMENT OF PART OF THE HILL-TOP SHOPPING CENTRE AT HIGH VIEW, SOUTH HATFIELD TO PROVIDE 18 RETAIL UNITS (CLASS A1, A2, A3, A5, B1 AND SUI GENERIS), A DOCTOR'S SURGERY (FLEXIBLE USE CLASS A1, A2, A3, A5, D1), 146 RESIDENTIAL UNITS (CLASS C3), NEW PUBLIC OPEN SPACE INCLUDING CHILDREN'S PLAY AREA OFF HIGH VIEW, NEW PUBLIC SQUARE IN FRONT OF THE CHURCH, ASSOCIATED PARKING, HIGHWAYS AND DRAINAGE WORKS AND PUBLIC REALM IMPROVEMENTS

APPLICANT: Lovell Partnerships Ltd.

(Hatfield South West)

1 Site Description

- 1.1 The site is located in South Hatfield on the eastern side of Bishops Rise. It has an area of 2.0 hectares and comprises part of a neighbourhood centre dating from the late 1950s which includes a parade of retail and other commercial units at Hill Top Shopping Centre providing local shopping facilities and services for the community, a four storey block of flats, public spaces, including an existing paved area to the front of St John's Church, storage and industrial units, garage areas and parking courts.
- 1.2 The High View road bisects the site on a broadly north-west to south-east axis and links Bishops Rise to the north-west and Northdown Road to the south.
- 1.3 Along the Bishops Rise frontage, to the north of Hill View junction is a public car park serving the neighbourhood centre with a garage block to the rear. South of the junction with High View the shops and business units in the High View Crescent begin, and further south is a single four storey block of 6 empty bedsits and office space which is now vacant, and a further car parking area for visitors to the centre adjacent to the Harrier Public House to the south. The shopping centre lies broadly to the west of High View, the units are single storey, arranged in a crescent facing west over a paved and landscaped public amenity area which also affords pedestrian access to the shops. The servicing area for the shops lies to the rear (east), fronting onto High View. This street frontage also contains a number of lock-up garages.
- 1.4 Also fronting Bishops Rise but outside of the application site is the Harrier Public House and its car park, St John's Church and Community Centre which

together with parking areas and open space, stretch to the junction with Northdown Road.

- 1.5 As explained above the west side of Hill View comprises the rear of the commercial premises within the centre with pedestrian and vehicular access points serving the businesses. On the opposite (east) side of Hill View at its northern end is a free-standing betting office, the Hatfield Town Council depot which contains a number of single storey buildings and further small workshops plus another public car park, and beyond the site boundary is the Jim MacDonald Centre and further car parking and homes and gardens.
- 1.6 At the northern edge of the site and north of the Jim MacDonald Centre is the Youth Justice Centre and surrounding land and car parking with a narrow access onto The Downs. Whilst still within the application site boundary this relatively small area has a distinctly different and more residential character and is visually separate from the more commercial space to the south.
- 1.7 The High View centre suffers from a number of problems, including: ageing buildings and public open space, inadequate and poorly designed servicing areas, and inflexible and dated retail units. There is a physical and visual disconnection between the High View/Bishops Rise Centre buildings and the Jim McDonald Centre which faces away from the centre. The shops face inwards towards Bishops Rise and present their rear rather run-down elevations onto High View. The pedestrian routes are unattractive, uninviting and are poorly surveyed, the public space is poorly defined, lacking amenity value and appears very worn and dated.
- 1.8 The majority of the application site is in the ownership of the Council, save for a small strip of land abutting the north and east of St John's Church. The remainder of the Church plus the Church Community and Youth Centre lie to the south-west of and outside of the application site.
- 1.9 The Harrier public house also lies outside the site. The Jim McDonald Centre and its car park lie to the east, while the existing bungalows in Northdown Road lie to the south east. The Hertfordshire County Council Youth Justice Centre, accessed from The Downs, lies to the north east of the site. The Gulf fuel filling station and shop lie north, fronting Bishops Rise.

2 The Proposal

- 2.1 Full planning permission is sought for a residential-led mixed-use development which comprises of the following:
- 2.2 Residential - The scheme proposes the creation of 146 dwellings with a mix of 123 one and two bedroom flats and 23 three bedroom houses. The density of development is 73 dwellings per hectare. The tenure and mix of the proposed accommodation is set out in the table below.

Dwelling type	Market Homes	Affordable homes Social Rented	Affordable Homes Intermediate (shared ownership)	Totals
1 bed flats	30 (20%)	18 (12.3%)	3 (2%)	51 (35%)
2 bed flats	60 (41%)	6 (4.1%)	6 (4.1%)	72 (49.3%)
3 bed houses	20 (13.6%)	0	3 (2%)	23 (15.7%)
Totals	110 (75%)	24 (16.4%)	12 (8.2%)	146 (100%)

- 2.3 Within the 146 new dwellings, the scheme will deliver 25% affordable housing (36 dwellings). The accommodation breakdown comprises 18 x 1 bed and 6 x 2 bed social rented flats and for the shared ownership: 3 x 1 flats, 6 x 2 bed flats and 3 x 3 bed social rented houses.
- 2.4 **Commercial:** The scheme is also designed to include 18 commercial units which will comprise a mix of retail, takeaways, healthcare including provision for a doctors' surgery and a dentist, plus sui generis uses comprising a betting shop, launderette, taxi office and Labour Party office. The scheme will make provision for those existing tenants who wish to relocate along with the provision of two new retail units to accommodate new tenants to the scheme. The retail and other healthcare and commercial units will be provided at the ground floor of the apartment blocks that front Bishops Rise, High View and the new cross street to be created which crosses roughly the centre of the site from east to west linking High View with Bishops Rise.
- 2.5 The size of the commercial units is comparable to the floor space of the existing ones to be demolished. The units will be provided as a shell and core allowing individual tenants to furnish as required. There has been consultation with the existing traders to seek to accommodate their requirements including location in the new development. The units range in size from approximately 36 sq.m for the Taxi and Labour Party offices to 325 sq.m for the largest retail unit which would provide for the One Stop general grocery shop with the majority ranging in size from 77 sq.m to 89 sq.m. The suggested unit for the doctors' surgery would measure 145 sq.m. The scheme also seeks flexible uses for all of the commercial units within the following use classes: A1, A2, A3, A5, B1, and a sui generis use and for the unit identified for the proposed Doctor's surgery flexible uses within Classes A1, A2, A3, A5 and D1. This range of uses broadly reflects the existing mix on the site and would also allow for the two new units to accommodate different offers to complement the re-provided units. It is the intention that Class A1 retail will be the largest use with over 50% of the space.
- 2.6 The scheme will provide two new areas of public open space. The northern one, referred to as Hill Top Square, will comprise a Local Equipped Area of Play (LEAP) facility and informal soft landscaping. The LEAP will comprise 558 square metres of enclosed play space fronting High View to the rear of

proposed new flats fronting Bishops Rise and opposite new flats fronting High View to the north east and new flats and business premises to the south. The play area will therefore be overlooked from three sides. It will have a range of equipment suitable for children under 11 years of age. The size, layout and selection of equipment will meet the criteria as set out by Fields in Trust.

- 2.7 The other area of open space is a new public square to the east of St John's Church. This would create a more formal space with mainly hardstanding comprising block paving, small areas of soft landscaping and tree planting. The square will be laid out to accommodate a hearse and other vehicles pulling in from High View.
- 2.8 In addition to the two main areas of public open space there are other smaller incidental areas of soft landscaping which will be incorporated into the public realm to link the different areas of the development but most particularly along High View between the two squares and along the new cross street. These areas will combine hard and soft landscaping and will also act as part of the Sustainable Urban Drainage System (SUDs) incorporating swales and permeable paving.
- 2.9 The proposed layout and choice of materials has been designed to create character areas within the scheme. The northern part of the site is where the commercial development is located on the ground floor with flats above and fronting Bishops Rise, the northern part of High View and the new cross street. The southern part is more residential in character with three storey townhouses to the north and east of the Church Square facing onto the new church square and closest to existing homes.
- 2.10 The area north of Jim MacDonald Centre forming land occupied by the Youth Justice Centre and its surrounds and accessed from The Downs and is proposed to have 4 two storey houses (block A). These houses would face north with access via an improved access onto The Downs. Parking spaces would be provided in front of the dwellings and parking to serve the Youth Justice Centre to the north will be re-provided. Each of the dwellings will have a short rear garden on the south side abutting the Jim MacDonald Centre.
- 2.11 The new buildings in the northern half of the site are four and five storeys in height. There are five storey blocks (B1, D1 and D2) which front onto Bishops Rise, with the roofline of Block D2 rising with a mono pitch feature on the corner of the new cross street. These buildings have been set back from the road frontage to allow for separation from the two storey dwellings on the opposite side of Bishops Rise and the provision of short stay parking to serve the commercial units facing the street.
- 2.12 Block B2 steps down from block B1 is a lower four storeys in height as it continues along the northern side of High View with a short return frontage to the new cross street. The south end of this block also has a shallow mono pitch feature as it turns to follow the curve of High View.
- 2.13 Block C on the east side of High View and block E on the south side of the new Cross Street are also four storeys and both have a shallow mono pitch feature

rising toward the new cross street. This feature has been included as the mono pitch is a recurring design theme in the South Hatfield neighbourhood. All of these building blocks have commercial uses at ground floor with increased floor to ceiling heights when compared with the flats above to emphasise the commercial use. Blocks B1, B2, D1, D2 and E are designed to frame and overlook Hill-Top Square, giving them a pleasant outlook and providing surveillance of the public areas.

- 2.14 The height of the buildings transitions between the two new public squares: Hill-Top and Church square. Block CH1 which is aligned south from Block C, and Blocks CH2 and EH each comprise a terrace of lower three storey town houses, with the third storey set back to take account of the setting of the grade II listed Church and so as not to compete with its striking roofscape, which is one of its defining features. These homes will have a flat roofed balcony at third floor in addition to garden space.
- 2.15 The proposed terrace of four three bedroom two storey houses located in the north eastern corner of the site to the north of the Jim McDonald Centre may almost be treated as a separate development. This part of the site will be enclosed along the rear garden boundaries of these properties, separating it from the remainder of the development. Five parking spaces will be provided for these dwellings with a further nine spaces being allocated in this area for the Youth Justice Service.
- 2.16 The proposed façade treatment is predominantly brick, with up to four different and contrasting brick colours used within the development to define certain character areas. Slate Blue Smooth bricks are proposed to define the ground floor retail, framing the otherwise glazed frontages. A Yellow Multi is proposed on the upper levels of Blocks B1, B2, D1, D2 and E, above the commercial units. Small vertical sections of contrasting brick are used to define the building breaks in this part of the site as well with the same brick then the main material used on all the blocks surrounding the Church Square, complementing the church setting, but not close enough in hue to compete with it or water down its prominence. The four houses to the rear of the Jim McDonald Centre are proposed as a red multi brick to tie in with the brick work of the Centre.
- 2.17 Balconies are provided on all of the flats with either a solid front with side railings or the other way round. The balconies fronting onto Bishops Rise which is a busier road have solid fronts for privacy whereas those that face Hill Top Square have railings on the front so that occupiers can look out onto the open space. Latticed brickwork is also used at certain points to provide visual interest and to break up the length of the masonry facades. Horizontal brick detailing will be used to frame windows and has been used in different ways to highlight the different character areas. These details, along with the mono pitch roof treatments, are intended to reflect the 1950s New Town origin of the area.
- 2.18 High View is to retain its curved alignment and will become one-way south of the new cross road with traffic only permitted to travel in a southbound direction toward Northdown Road. This will involve a reduction in the width of the carriageway facilitating roadside parking spaces and slowing traffic. Existing parking bays at the south eastern end of High View will be retained.

- 2.19 The new cross street is intended to open up the site to enable a more direct access to the Jim McDonald Centre integrating it with Hill-Top. It will also allow access to the commercial parking on the Bishops Rise frontage serving the business units. The new cross street will have bollard control access to the residential parking. Bollard control access will also be provided for service vehicles and coach access to the Jim McDonald Centre. The new cross street will accommodate two-way traffic.
- 2.20 For car parking the scheme will deliver 229 car parking spaces. Residential car parking will be provided in accordance with the Design SPD to the following standards: 1 space per flat and 1.5 spaces per house. Private residential units will be allocated a specific bay within one of the parking courts which are located between Blocks E and EH and behind blocks B1 and B2 which are controlled by gates, or an on-street space with access controlled by a remote access bollard which will be activated by a key fob. The remaining residential parking bays will be controlled through a parking permit with residents being able to apply for one permit per household from this Council. In addition to the dedicated residential parking bays, there will be 31 shared commercial and residential spaces that will be available to both residents and visitors to the shops and other units during the day and residents at night. Parking provision for visitors will be located both within the residential zones, shared parking and retail areas.
- 2.21 There will be 47 dedicated spaces to serve the shops, doctors' surgery, Church and other community facilities. The majority of these will be provided along the Bishops Rise frontage. In addition to this, 18 spaces will be provided for the tenants of the commercial units: 1 space per unit which will be controlled by permit which can be interchanged between the different vehicles associated with the business. These spaces are located to the west of the Jim McDonald Centre. The scheme will also provide two electric vehicle charging points within the retail parking areas. The points will provide 22kW rapid charging points enabling charging of up to 80% within 30 minutes. There will also be seven 7kW slow charge rate vehicle charging points within the residential parking areas allowing residents to charge electric vehicles overnight.
- 2.22 Two car club spaces will be provided as a facility for residential occupiers as a way of encouraging more sustainable modes of travel and to reduce slightly the overall parking requirement for the residential element as the applicant suggests that one car club space is equivalent to three standard car parking spaces.
- 2.23 The scheme also seeks to improve pedestrian accessibility in the area. While there are currently a number of pedestrian routes through the site not all of them are accessible to all nor do they have good natural surveillance. The proposed scheme will open up new routes and enhance existing ones. The pedestrian access to the Jim McDonald Centre would be improved by reducing the gradient of the slope. All areas will be well lit and benefit from natural surveillance.
- 2.24 Cycle parking will be provided in accordance with Parking SPG standards. Residential cycle parking will be provided either in secure cycle stores within

the individual flat blocks or in cycle storage units located in the front garden of the individual house units. One space per unit would be provided for employees at the commercial units inside the unit and visitor cycle parking would be provided by external cycle stands.

- 2.25 The Hatfield 2030+ Transport Strategy identifies Bishops Rise as a key movement corridor where physical transport mitigation measures should be targeted. There is a proposed cycleway route on the western side of Bishops Rise outside the boundary of the site and the applicant, in common with other developers in the vicinity, will be required to make a proportionate financial contribution towards this section of the route through a Section 106 Agreement.
- 2.26 The scheme also allows for the re-provision of the 7 recycling bins located on the new cross street north of the Harrier Public House. Residential and commercial bin provision will accord with the Council's waste management guidance.
- 2.27 Landscaping will be used to compliment and reinforce the different character areas within the development as part of the improvements to the public realm. The applicant states that the key public realm components will seek to achieve the following:
- Provide strategic connections in the form of both a 'green link' and 'cultural link';
 - Preserve and enhance the views and setting of the Grade II listed St Johns Church;
 - Respond to the edges of the site, integrating into the surrounding urban grain;
 - Provide a sustainable approach to water management
 - Provide a nature enhanced pedestrian experience within the public spaces
- 2.28 Hard landscaping materials will be influenced by whether the land falls within the public highway. The treatment in High View will be tarmac with block paving for the pavement areas. A wider range of treatments are proposed for the remainder of the site where areas will be managed and maintained by a private management company which will be funded by service charges associated with the private dwellings.
- 2.29 There will be new tree planting and soft landscaping to reflect the surrounding area which has green verges and tree planting. The landscaping vision is to plant as many trees and soft landscaping as possible and to line streets and also to allow the public realm to be functional for a range of different activities all year round.
- 2.30 All new business units will meet current building regulations in terms of level access and all homes will be designed to Part M4(2) of the Building Regulations – Category 2 – accessible and adaptable dwellings and will incorporate features that make them potentially suitable for a wide range of occupants including older people, those with reduced mobility and some

wheelchair users. Reasonable provision includes step-free access to the dwelling and to any associated parking space and communal facilities and the provision of lift access and features to allow common adaptations to be carried out in the future to increase the accessibility and functionality of the dwelling.

2.31 Sustainability features are also incorporated into the scheme.

- The management of the scheme will ensure pollution prevention and responsible construction practices.
- The development will be incorporating a number of passive and active design measures to improve energy performance such as low U-values, window specification with high performance, minimising over shading, incorporating Accredited Construction (ACD). This is to achieve a site wide reduction in CO₂. The scheme uses renewable energy for both the residential and the commercial in the form of solar PV for the dwellings and Air Source Heat Pumps (ASHP) for the commercial units.
- The residential dwellings will use materials in line with the BRE Green Guide to Specification which assesses each building element such as walls, roofs, floors and windows and awards them an Environmental Impact rating. The commercial element will fall under the scope of BREEAM 2018.

2.32 It is proposed that the development will be delivered in three phases over 229 weeks (approximately 4 years 3 months). The sequence of works will be driven by the requirement to keep the existing retail and commercial spaces running and active at all times. As well as the construction of the new development this includes enabling works prior to construction such as demolition and disconnecting existing services for each phase.

2.33 Phase 1 will comprise the development on the eastern and north eastern side of Hill View. Phase 1 will comprise Blocks A, B C and CH which will total 15 houses, 57 flats, 12 retail/commercial shells plus associated parking and roads.

2.34 Phase 2 will encompass the remaining development fronting Bishops Rise and the western half of the new cross street, comprising Block D with 48 flats, 5 retail/commercial shells with associated parking and roads.

2.35 Phase 3 covers the remainder of the site, comprising Blocks E and EH with 18 flats, 2 retail/commercial shells including the potential doctors' surgery, both new squares plus associated roads and parking.

2.36 The application is supplemented by a number of detailed supporting documents to aid the analysis of the scheme:

- Design and Access Statement which incorporates a Character Analysis and Appraisal and Landscape Appraisal, prepared by Levitt Bernstein Architects.
- Planning Statement which incorporates Affordable Housing and Economic Statements, prepared by Vocalism.

- Transport Assessment, prepared by WSP.
- Parking Management Plan, prepared by WSP.
- Framework Travel Plan, prepared by WSP.
- Delivery & Servicing Plan (covering construction and logistics), prepared by WSP.
- Flood Risk Statement and Drainage Strategy, prepared by Iesis.
- SUDs Strategy, prepared by Iesis.
- Noise and Vibration Assessment, prepared by Hoare Lea.
- Lighting Strategy, prepared by Hoare Lea.
- Daylight/Sunlight Assessment, prepared by Malcolm Hollis Associates.
- Air Quality Assessment, prepared by Stroma.
- Sustainability Statement prepared by Stroma.

2.37 The scheme has been the subject of pre-application discussions with stakeholders including officers from this Council, Hertfordshire County Council, Hatfield Town Council, Hatfield Regeneration Partnership, Historic England, Lead Local Flood Authority, Place Services, users of the Jim McDonald Centre, The Diocese of St Albans, Hertfordshire Design Review Panel, local residents and existing traders.

2.38 A series of public consultation events also took place on 7, 18 and 21 August and 10 and 12 November 2018 and on 25 March 2019.

3 Reason for Committee Consideration

3.1 This application is presented to the Development Management Committee because it is a major development and Welwyn Hatfield Borough Council has an interest in the land and property that is the subject of the application.

4 Relevant Planning History

4.1 A Planning Performance Agreement was entered into and signed by the Council on 1st August 2018. This involved a number of meetings whereby the applicant submitted their emerging design proposal to the Council. Advice given was on the basis of existing planning policy as relevant to the scheme.

4.2 The following applications for minor works have been submitted/determined to facilitate the redevelopment scheme:

4.3 Application number: 6/2019/0944/FULL

Proposal: Outdoor play area associated with the existing day nursery and associated works

Decision: Granted

Decision date: 12 July 2019

- 4.4 Application number: 6/2019/0971/FULL
Proposal: Change of use from Class A1 (Shops) to betting shop (sui generis) for a temporary period of 5 years (for the relocation of the Ladbrokes betting shop from the Hexagon to Unit 10 of the shopping parade to allow for the phased implementation of the redevelopment.)
Decision: Granted
Decision date: 18 June 2019 for a temporary period of 5 years

- 4.5 Application number: 6/2019/0793/EIA
Proposal: Environmental Impact Assessment) Regulations 2017 Screening request for the proposed redevelopment of High View neighbourhood centre to provide 149 residential dwellings, 19 retail units, doctor's surgery, LEAP play space, new public realm including a new street, landscaping and associated works

Decision: The Council considers the proposed development will not have significant effects on the environment by virtue of factors such as its nature, size or location and therefore, the proposed works would not constitute 'EIA development' under Schedule 2 of the EIA regulations.

- 4.6 The site has previously been the subject of various applications over a number of years in relation to changes of use and minor improvements. There is nothing pertinent to this application.

5 Relevant Planning Policy

- 5.1 The National Planning Policy Framework, February 2019 (NPPF) sets the context for plan making and decision making from the national perspective. Its overall content and principles are of relevance to this scheme. At its heart there is a presumption in favour of sustainable development. This means approving development proposals that accord with the development plan without delay (para 11).

- 5.2 Moreover, Paragraph 11d of the NPPF (and its footnote) set out that where a local planning authority cannot demonstrate a 5 year land supply of deliverable sites, its plan is considered to be out of date and as such planning permission for schemes should be granted unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

- 5.3 The current planning policies for Welwyn Hatfield are set out in the statutory development plan which comprises: the saved policies of the Welwyn Hatfield District Plan adopted 2005, the Hertfordshire Waste Local Plan adopted 2012-2014 and the Hertfordshire Minerals Local Plan adopted 2007.
- 5.4 Welwyn Hatfield District Plan 2005 - therefore remains of relevance and the Local Planning Authority is to have regard to its provisions unless material considerations indicate otherwise. There are policies in the District Plan that specifically relate to this site.
- 5.5 The Draft Local Plan Proposed submission 2016 (Emerging Local Plan 2016) - having been submitted and been through a substantial part of the examination process may also be given some weight in development management decisions according to its stage in the process in line with para 48 of the NPPF. There are again detailed policies relating to this site and weight can be given to these policies.
- 5.6 The analysis section of this report (below) considers the principal policies relevant to determining this case. Although they may not be specifically referenced relevant policies and issues will have been given due consideration in the overall assessment process as well as in the framing of potential conditions and obligations on the scheme.
- 5.7 The National Design Guide (2019)
- 5.8 The High View Supplementary Planning Document April 2011
- 5.9 Supplementary Planning Guidance, Parking Standards 2004 (SPD)
- 5.10 Interim Policy for Car Parking Standards and Garage Sizes, August 2014
- 5.11 Planning Obligations, Supplementary Planning Document, February 2012
- 5.12 Hatfield 2030+ - Hatfield New Town Renewal Framework, July 2016. One of the key aspirations of the Framework is to unlock the potential of Hatfield by improving its centres; one of which is High View.
- 5.13 Hatfield 2030+ - Transport Strategy, June 2017. One of the measures is to widen the footpath on the eastern side of Bishops Rise and mark a dedicated cycle lane to provide a safer environment for cyclists as well as serving to connect the Town Centre and the proposed new High View development (C3-4) and Urban realm improvement as part of High View development (C3-5).

6 Site Designation

- 6.1 The site lies within an area designated for new housing development under Policy H1 (site HS13) in the Welwyn Hatfield District Plan 2005 with a footnote that the allocation is for a mixed-use development to include housing, retailing and services and community facilities.

6.2 It lies adjacent to two areas of Urban Open Land under Policy OS1 (UOL 192 Bishops Rise/Northdown Road and UOL 193 St John's Church, Bishops Rise) in the Welwyn Hatfield District Plan 2005.

6.3 Adjacent to the site is the Grade II listed Church of St John the Evangelist.

7 Representations Received

7.1 The application was advertised by means of site notice, press notice and neighbour notification letters. In total 7 representations have been received, comprising 5 objections alongside 3 comments. All representations received are published in full on the Council website and summarised below:

- Proposals will have a negative impact on the local community.
- No local hospital (the Lister Hospital is 16 miles away).
- Severe lack of secondary and primary schools in the area to take this amount of people.
- Insufficient parking for the proposed 150 new residents, their visitors, shoppers and shop staff.
- Of the 279 parking spaces in the proposed redevelopment, 219 are reserved for residential units. This leaves only 60 spaces to be shared between the 4 existing community uses and the 18 new shop units. The Existing Parking Study notes that with no residential units there are 204 spaces on site for community use. If plans are approved with only 60 community spaces after redevelopment there would be insufficient to sustain the facilities on site and meet the needs of the community. The amount of community car parking spaces should be doubled.
- The Car Parking Analysis the forms part of the application was undertaken in June 2018 and this is outside the academic year when many students who live in Hatfield during term time will have returned home. Therefore, the true parking congestion that Hill-Top experiences will have been missed by the Assessment as it was carried out at the time of year when demand is lowest. The developer must commission independent car parking analysis at peak times, for example the start of the academic year.
- The proposal to share car parking between residential and commercial units will not work in practice as there is no guarantee residents will move their cars during the day, particularly if the dwellings are occupied by students. Also many of the community uses take place in the evenings when residents will be home, including the St John's Youth Club and the Hatfield Gateway Club so shared use will not alleviate parking at these times.
- There are already parking problems in the local area and the developer acknowledges in its Car Park Management Plan that it is likely to displace further vehicles to on street parking at the expense of existing residents. It proposes the introduction of a Controlled Parking Zone to resolve this. However, it is unfair for local residents to incur additional expenses purchasing parking permits from the Council so that the developer can benefit by creating more residential units than the site can handle without affecting its neighbours. In addition, local residents may reject a Controlled Parking Zone.

- The parking provision for the residential units at 1 space per flat and 1.5 space per house is insufficient when properties may have multiple occupants who do not share transport. There should be at least 2 spaces per dwelling.
- Restricting parking to 1 – 3 hours when visiting the shops will encourage people to park on surrounding streets where there are no restrictions.
- Too much housing in too small an area. Looks like Parkhouse Court area where Aldi is located and here too much housing in one little area has become an issue.
- The number of residential units should be reduced.
- Nothing should be allowed to put additional pressure on the foul sewer and surface drainage systems for this area of South Hatfield. Thames Water have formally notified you that the existing sewers are inadequate and that reinforcement works will be required to ensure sufficient capacity is available to cope with the additional flows arising from an additional 150 dwellings on the Hilltop. Would you please ensure that the relevant Planning Committee of WHBC are made fully aware of the situation, so that planning approval is made conditional upon the provision of network reinforcement works to the foul water drainage and sewage system.
- St John's Church and St John's Youth and Community Centre welcome the application but there are four concerns.
- First, the overall parking provision is inadequate for the combined needs of the residents, shoppers and the users of the Church and Youth Centre. Potential conflict over the use of the private car park for users of the Youth Centre.
- Second, the proposed redevelopment of the car park in front of the Church to be known as Church Square appears to be a potential source of conflict between pedestrian, cycle and vehicular movements. There are bollards, benches, bike racks and planters plus three vehicular access points. It is not known whether the vehicle access will be one-way, two-way with through traffic and how pedestrians would be protected crossing the green and descending the steps near Harris Way
- Third, the plans do not show the boundary of the land owned by the Church. While the Church welcomes in principle the "standardisation" of the paved surface in front of the Church, would wish to see as a minimum the provision of metal studs defining the boundary of Church land.
- Fourth, as mentioned at the public consultations on this scheme, there does not appear to be adequate provision for funerals taking place at the Church, with nowhere for a hearse and family cars to arrive at the doors of the Church, or to stand while the coffin is unloaded. Nor is there adequate provision for members of the congregation attending regular church services.
- Concern that if work is being carried out over 3-5 years there will be air pollution, traffic, noise and health and safety for the public.
- Access to the Jim McDonald Centre and the shops won't be safe for the elderly, parents with young children, vulnerable people and those with special needs.
- Concerned that that the Post Office will not be replaced within the redevelopment. This would be a great loss to the community and this

provision should not be reduced when more people are being brought into the area who will need to access it.

- When submitted responses within pre-planning deadlines, have received no acknowledgment or response.
- A business owner on this parade considers the allocation of parking for business vehicles is inadequate. There will be parking in the surrounding streets adding the existing problems. The closure of car parks during construction will cause problems as cars that do not belong to shoppers are often parked in the area, once car parks are closed those that are using it will simply park in the other car parks meaning shoppers will not be able to park. The road High View, is being used as a car park by students and uni workers now and this road will be closed for appx 6 months with no plan in place for the delivery lorries that use it daily.

8 Consultations Received

- 8.1 **HCC Transport Programmes and Strategy (HCCTPS)** – does not wish to restrict the grant of planning permission subject to planning obligations, conditions and informatives. Planning obligations on highway cycle improvements towards improvements to facilities for cyclists immediate to the site and to link with the wider network; Travel Plan Evaluation and Support Contribution; Framework Travel Plan; provision and support of 2 car club bays for, as a minimum, the life of the Travel Plan. Conditions include a Grampian-style condition to restricting highway from commencing until a Traffic Regulation Order in respect of the one-way system has been made.
- 8.2 **HCC Natural, Historic & Built Environment Advisory Team** – No objection regarding archaeological implications.
- 8.3 **HCC Spatial and Land Use Planning Minerals and Waste (M&W)** – No objection subject to a condition that encourages the opportunistic use of any sand and gravel deposits found during construction in a waste management plan.
- 8.4 **HCC Lead Local Flood Authority (LLFA)** – originally objected to the scheme and requested the submission of additional information which could overcome the objection. Now on the basis of additional information provided by the applicants recommend no objection to the scheme subject to conditions.
- 8.5 **HCC Growth & Infrastructure Unit** - requested S106 obligations towards the provision of Hertfordshire County Council services: education; youth services; and library services (subject to indexation) plus fire hydrant provision to minimise the impact of development on Hertfordshire County Council Services for the local community.
- Primary Education towards the expansion of De Havilland Primary School by 1FE (£121,506)

- Secondary Education towards the expansion of Onslow St. Audrey's Secondary School by 1FE (£91,576)
- Library Service towards the enhancement of Hatfield Library by reconfiguring the adult lending area creating more capacity (£16,785)
- Youth Service towards the increase of capacity at Hatfield Young Peoples Centre (£2,161)

8.6 **Place Services (Conservation Advisors)** – no objections raised to the proposal. It is recommended that conditions cover external materials and details of hard and soft landscaping in order to ensure the setting of the Grade II listed church is preserved or enhanced.

8.7 **WHBC Public Health & Protection** - No objections subject to conditions on the following topics:

- Sound insulation (commercial premises)
- Noise from plant and equipment
- Sound insulation (including ventilation)
- Hours of deliveries
- Lighting
- Ventilation, extraction and odour control system
- Contaminated land

8.8 **WHBC Landscaping and Ecology Department** – The proposal, as it stands, will require the loss of 14 Category A-C trees. Ordinarily the Category A and B trees would need to be retained on site, however there is an opportunity to enhance the landscape within the design and layout. A high quality landscape proposal which integrates the landscape within the built environment should be sufficient to mitigate the significant tree losses.

The report shows some basic tree protection measures. Going forward a detailed tree protection plan and Arboricultural Method Statement for the retained trees will be required. This should include details of above and below ground protection and working methods within the Root Protection Area of any retained trees.

The Arboricultural report supplied and the Landscape Masterplan within the DAS show some indicative planting proposals including location, hard landscaping and sample species selection. These proposals break the site up into 'neighbourhoods' with distinctive planting palette in each area. This is welcomed as it brings different character to each area as well using broad range of species to the site. Although there is some detail here a further, more detailed, landscape plan will be required with exact details of location, hard landscaping details, species, sizes, planting densities, planting methods and aftercare.

Consideration should be given to the use of green roofs and/or green walls where appropriate. Green roofs, in particular, are relative cheap to install and maintain and can be combined with solar panels to create bio-solar roofs.

In conclusion there is no objection to the proposal on landscape grounds with the proviso that the loss of trees is mitigated through high quality landscaping. The initial outline landscape proposals look promising but more detail is required going forward. It is recommended that the additional details, mentioned above, are requested via planning conditions to be approved prior to any on site activity.

- 8.9 **WHBC Client Services Department** – comment that the provision of refuse and recycling receptacles should be incorporated into a S106 Agreement.
- 8.10 **WHBC Housing and Development** Department – Comments that the developer is providing 25% affordable homes: 24 socially rented units and 12 intermediate (shared ownership) agreed. The mix and tenure has been agreed with the developer.
- 8.11 **WHBC Parking Services** – originally raised concerns about the disposition of the parking between the various uses in terms of provision and location, the parking arrangements for the affordable and the market housing and the existing parking survey methodology undertaken by the applicant. Further details have been submitted and discussions have continued resulting in a revised parking plan showing where allocated and unallocated parking spaces will be located.

The parking strategy has gone through a number of iterations and considering the constraints on this scheme I feel this is the best layout. By introducing a shared scheme it makes sure shopper's parking spaces are available close to the businesses and the other users. It includes two car clubs spaces which would offer an alternative to new residents rather than having the expense that comes of owning a car.

The Parking Services team is now content with the number of spaces to be provided taking into consideration the challenges of the site; it is content that a management company be appointed to look after the flats and house parking spaces; that with Church and similar events there should be available space within a reasonable distance and there are 6 spaces including one disabled bay immediately adjacent, and the businesses will have adequate space for staff and visitors with the new restrictions being a great improvement on what they have now.

- 8.12 **WHBC Community Partnerships Manager** – requests S106 contributions to outdoor and indoor sports facilities, subject to indexation.

1. Replacement surrounds (walls and fencing) to the 3G Astro pitches at Hatfield Leisure Centre - £8,908.
2. Refurbishments to swimming pool surrounds, diving board (structure and platform) replacement lighting in the changing areas at Hatfield Swim Centre - £48,346.
3. Improvements to accessibility and scoring boards at Hatfield Indoor Bowls Club - £5,555.
4. Replacement flooring for the Jim McDonald Centre Sports Hall - £46,094.

- 8.13 **Hertfordshire Constabulary** – Supports the application as security has been integral to the design and the intention is to work towards the police preferred minimum security standard of Secured by Design (SBD).
- 8.14 **Hertfordshire Fire and Rescue** - provision of fire hydrants is required, as set out within HCC's Planning Obligations Toolkit.
- 8.15 **Highways England** – No objection.
- 8.16 **Cadent Gas** – recommend that informatives to be added to any grant of planning permission.
- 8.17 **Thames Water** – No objection subject to suggested conditions on foul and surface water drainage.
- 8.18 **Environment Agency (EA)** – Not providing specific advice. All risks to groundwater and surface waters from contamination need to be identified so that remedial action can be taken. This should be in addition to human health impacts that the Council's Environmental Health Department will be looking at.
- 8.19 **Network Rail** – No observations.
- 8.20 **NHS England and East & North Herts Clinical Commissioning Group** – No objection subject to suggested planning obligations as follows:
- General Medical Services - £103,339.26 (Indexed to RPI), specific project to be identified from a shortlist of options.
 - Mental Health & Community Healthcare - £54,967 (Indexed to RPI) to be directed towards the re-configuration of Rosanne House, Welwyn Garden City, to increase capacity and Queensway Healthcare in Hatfield.

A subsequent response in relation to the proposed on-site provision of a doctors' surgery has been received stating that a review is being undertaken of all premises in the Welwyn Hatfield area and until such a review is completed, it will not be in a position to confirm if it is land, buildings or a financial contribution that is preferred.

- 8.21 **Rambler's Association** – on the online representation of the Definitive Map, Public Footpath (PFP) Hatfield 127 runs from the east of the application site to outside the application site (crossing the vehicle access to the Jim McDonald Centre). This footpath, and full pedestrian access to it at its west end on its full length legal line (within the proposed development), should not be affected as a result of the works. Furthermore during the works, and beyond, full continuous safe access to and use of the footpath should be maintained with safety signage when appropriate during the works. If one or more temporary closures become unavoidable during the works, any such temporary changes should be kept to a minimum and be carried out in full compliance with the law, through HCC's CROW Service.

8.22 **Hertfordshire Gardens Trust** – No comment.

8.23 No response has been received from the following consultees: HCC Rights of Way (RoW); Herts Ecology; Herts and Middlesex Wildlife Trust; Affinity Water.

9 Town / Parish Council Representations

9.1 Hatfield Town Council object to the application for the following reasons:

'Members noted the concerns of representatives from the PCC & Youth Centre at St John's on the following grounds:

There is insufficient turning room for hearses in the space named Church Square;

There are insufficient parking spaces for high days, holidays and funerals at the Church which would lead to bad congestion in the area;

The Church needs a minimum of 15 – 20 car parking spaces;

There are insufficient spaces generally which will lead to unauthorised parking, the Youth and Community Centre has 8 spaces which will likely be taken up in unauthorised parking;

The plan 3515/C/524 shows the newly refurbished steps owned by the Church that run between the Church and the pub leading straight onto 2 vehicular access points with no means of preventing a pedestrian (particularly a child or person with poor vision) from walking straight into the path of a car or lorry;

The whole plan leads to pedestrian and vehicular conflicts;

There appeared to be no provision for an increase sustainable transport.

Members raised their own concerns regarding the shortfall of 80 parking spaces and lack of disabled access to the Jim McDonald Centre.

Furthermore there appeared to be no provision for electric vehicle charging points nor bike racks and conflict with student parking.

The four storey flats were in conflict with the Church and surrounding area and were unacceptable as over development and out of keeping in the neighbourhood.

The proposed layout would also lead to a west/east wind tunnel through the high rise buildings.

The Town Council request that the Borough Council go back to consult with the Church, business owners and other interested parties to bring forward a scheme which more resembled that which came out of the original public consultation'.

10 Background

10.1 The regeneration of the High View neighbourhood centre, mostly owned by the Council, has been a long-standing priority for the Council and the local community. Saved Policy H1 of the Welwyn Hatfield District Plan, 2005, identified High View as a site that would be suitable for a mixed use development including housing, retailing, services and community facilities.

10.2 The High View Supplementary Planning Document SPD, adopted in April 2011 expanded upon Policy H1, outlining the Council's vision for the future of High View and setting out the masterplan to guide the phased redevelopment of the

centre. This included the provision of around 93 dwellings, redevelopment and re-provision of the existing shops and services, provision of new healthcare services, improved vehicular and pedestrian access and the potential redevelopment of The Harrier Public House either as part of the redevelopment or as a separate phase of development.

- 10.3 Policy SADM25 of the emerging Local Plan refers to the High View Neighbourhood Shopping Centre as allocated site MUS3 and seeks a mixed use development comprising residential, retail, service and community uses with a notional dwelling capacity of 87 units. It also says that development should also be carried out having regard to the High View Supplementary Planning Document.

11 Analysis

The main planning issues to be considered in the determination of this application are:

- 1. Principle of development**
- 2. Density, layout and design and whether the proposal would sufficiently maintain or enhance the character and appearance of the application site and surrounding area**
 - **Scale in the context of the surrounding area**
 - **Impacts of scale upon street scape**
 - **Impacts of scale upon heritage assets**
 - **Impacts of scale upon neighbouring homes and residents**
- 3. Neighbour representations**
- 4. Highway considerations including access, traffic generation and parking and travel plan**
- 5. Trees and landscaping**
- 6. Play and open space**
- 7. Drainage**
- 8. Sustainability performance**
- 9. Housing mix and the provision of affordable housing**
- 10. Mix of uses in the retail and commercial area and the degree of flexibility sought within the scheme**
- 11. Education**
- 12. Ecology and bio-diversity**
- 13. Waste and recycling**
- 14. Contamination**
- 15. Planning obligations and delivery**

1. Principle of development:

- 11.1 Welwyn and Hatfield District Plan (2005) Policy GBSP2 – is clear that development will mainly be concentrated in the two towns and Policy R1 is clear that the Council's preference is that development should take place on land such as this which has been previously used or developed. The principle of the redevelopment of the site at High View for mixed uses including retail and housing, is in accordance with the development plan.

- 11.2 Policy H1 of the 2005 Plan identifies this site as an allocation and the adoption of the High View Supplementary Planning Document (SPD) in 2011 expands upon the adopted Policy H1 with guidance on how the site might be developed.
- 11.3 Policy SADM25 of the Emerging Local Plan, whilst not yet formally adopted advises that the development should be carried out in accordance with the 2011 High View SPD. The emerging plan makes it clear that the Council is committed to the regeneration and redevelopment of High View, and considers that the site is also suitable for new housing provision as part of a mixed use scheme including housing, retailing, services and community facilities.
- 11.4 Policy TCR2 of the District Plan relates to development in neighbourhood centres and says “proposals for retail development will be permitted where they (i) maintain and enhance the vitality and viability of a centre; (ii) enhance the local shopping and service function; (iii) are in scale with the centre; (iv) do not harm the vitality and viability of nearby centres and (v) do not give rise to any significant harmful environmental impacts such as unacceptable traffic generation”.
- 11.5 Policy SADM4 of the emerging plan which amongst other things seeks to resist development which results in the loss of a facility or would result in harm to vitality and viability of existing neighbourhood centres has similar objectives.
- 11.6 The new retail and commercial space currently proposed is in the main, intended to accommodate the existing businesses at High View. The change in retail (Class A) floorspace proposed is from an existing 1,571 sq.m gross internal area (GIA) to a proposed 1,489 sq.m GIA. The change is therefore considered to be relatively minor and consequently the impact upon the retail and service function of the neighbourhood centre is in this respect considered to accord with District Plan Policy TCR2 and Policy SADM4 of the Emerging Local Plan.
- 11.7 With regards to the housing element of the mixed use scheme District Plan Policy H6 seeks densities at between 30 and 50 dwellings per hectare and in areas of good accessibility to be close to or exceed 50 dwellings per hectare, provided it would not have an adverse impact on the character of the surrounding area and is of an acceptable design.
- 11.8 The proposals for 146 residential units would result in a residential density of 73 dwellings per hectare.
- 11.9 Given that the site does have good accessibility and given the need to make the best use of allocated urban sites and previously developed land to deliver new housing in order to assist in meeting objectively assessed housing needs, there is therefore no policy objection in principle, to the increased number of units provided that the other requirements of development plan policies can be met, in particular in relation to layout and design, impact upon the character and appearance of the locality and wider area (including its heritage assets); transportation and highway issues and flood risk and drainage.

- 11.10 The Council's current lack of a 5 year housing supply is also a factor to be taken into account. Paragraph 11 (d) of the NPPF means that where a Local Planning Authority cannot demonstrate a five year supply of housing there is a presumption in favour of sustainable housing development. The balance at the start of the assessment must now be tilted in favour of approval (this is referred to as 'the tilted balance') unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or the adverse impacts arising from development would significantly and demonstrably outweigh the benefits (i.e. tip the scales the other way) to justify refusal of planning permission. Such policies in the NPPF might be those relating to the preservation and enhancement of the setting of heritage assets such as listed buildings. Great weight should be given to this issue.
- 11.11 It will also be necessary to ensure that any planning conditions and planning obligations needed to mitigate the impact of the new development are imposed/secured in accordance with current guidance.

2. Density, layout and design and whether the proposal would sufficiently maintain or enhance the character and appearance of the application site and surrounding area

- 11.12 Design Guidance contained in the High View SPD makes it clear that the site should have a clear identity and be easy to understand and navigate, and it promotes a number of design principles with a view to making the place one where people would want to spend time and meet, an area with usable and safe open space, and which achieves an enhancement of the area forward of the Jim MacDonald Centre and more widely. These objectives reflect a number of those identified in the 2019 National Guidance and contained in the National Design Guide which also emphasises the importance of characteristics such as designing in context, creating a coherent form of development, ensuring safe, social and inclusive public spaces.
- 11.13 Some, but not all of the SPD aspirations are achieved in the submitted application. The layout does follow the pattern of existing roads with new development on the east side of Bishop's Rise and each side of High View with the creation of 'landmark' buildings on each corner. A significant evolution of the layout however includes the formation of a new route on a west/east line north of the Harrier Pub connecting Bishops Rise with High View and continuing eastwards beyond High View to form a revised approach to the Jim Macdonald Centre (JMC). The effect of this new road is a very clear and legible east/west route through the site where presently there is no clearly defined route, and it results in an enhanced and much clearer approach to the JMC which presently has a very limited visual presence and is effectively hidden from wider view.
- 11.14 The cross road also opens up the centre of the site and creates active frontages on both north and south sides with business premises at ground level (including a potential new doctors surgery on the corner with High View) and flats above, all overlooking the street, the play area and the open space that will be formed on the west side of High View north of the cross road.

- 11.15 On the south side of the cross road are business premises with flats above and further south adjacent to St John's Church it is proposed to create an open square adjacent the church. It will provide some parking spaces and an open area for church and community events. The proposed cross road and the consequent improvements to legibility and access to JMC are considered a positive evolution of the 2011 Design SPD illustrative layout.
- 11.16 A significant difference from the guidance contained in the High View SP however, is the scale of some buildings. The rise in the number of flats means that instead of being up to three storeys in height as stated in the SPD the height of buildings rises in places up to five storeys. The consequent scale of buildings needs to be assessed in terms of the context of the area, impacts upon the street scape, upon the setting of heritage assets and upon neighbouring homes and residents.

Scale in the context of the wider area

- 11.17 With the exception of a single four storey block of bedsits and St John's Church fronting Bishops Rise, the height of buildings currently on site is low rise and this coupled with wide gaps and spaces across the site and the evident decline creates the impression of a neglected and underused area. More widely the surrounding areas are dominated by 2 storey buildings but there are occasional 3 and 4 storey blocks near the site. However, because of its design and use as a neighbourhood centre and the commercial appearance and low scale of many of the buildings on site, and also because of its relative separation from the surrounding predominantly residential form of development, even now it does appear to have a distinct and separate character from the surrounding areas. A greater scale of building on the site comprising commercial space at ground level and flats above would not therefore appear entirely at odds with the area or with the form of development around it. The High View SPD does in fact require the development to become a centre of activity with a range of businesses to serve local needs and for much better use of the space to be made. The introduction of taller buildings therefore is considered acceptable, particularly as despite their proposed size the buildings will be relatively distant from the nearest homes. The taller buildings fronting Bishops Rise for example are at their closest 36m from the houses opposite and so the sense of space around existing homes will remain.
- 11.18 The buildings are also not uniformly high with relative heights falling from the tallest at the Bishops Rise frontage down towards the Harrier Pub and the Church and down towards homes at the southern end of High View. The nearest new buildings to the Church and to the residential neighbours on the south east edge of the application site would be of three storey height and again set at a distance that maintains space between the existing and the new buildings. The relative space around these buildings is illustrated in the accompanying sunlight/overshadowing study accompanying the application which is discussed in more detail in paragraphs 11.36 below.
- 11.19 The greater scale of buildings proposed relative to the surrounding area is therefore considered to be acceptable in principle given the design intention is

to create a vibrant and viable neighbourhood centre designed to be busier and active and a destination place for local people to meet.

Impacts of scale upon the street scape

- 11.20 For similar reasons to those referred to above the presence of a concentration of buildings that is clearly more dense and greater in scale and mass than surrounding areas is considered to be acceptable as it defines the site as a destination place. There will remain adequate gaps and spaces around the development such that the character and appearance of the surrounding streets and wider area will not be significantly impacted upon. The street scape has the capacity to accommodate this scale of development which will add greater visual interest where presently is very little visual interest.

Impacts of scale upon Heritage assets

- 11.21 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that the Local Planning Authority shall have special regard to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses and the emerging Policy SADM 15 seeks to protect heritage assets and ensure that development proposals do not adversely affect the historic or architectural significance of a Listed Building or its setting.
- 11.22 Policy SADM 15 notes that proposals should respect the character, appearance and setting of the heritage asset in terms of design, scale, materials and impacts on key views.
- 11.23 The relevant heritage assets to be considered as part of these proposals are the Church of St John the Evangelist (St John's Church) (Grade II) located immediately adjacent to the site, and the Grade I Hatfield House, the Old Palace (Grade I), St Ethelreda's Church (Grade I) and Hatfield Park and Registered Garden (Grade I) which are more distant. A Heritage Statement with a visual assessment including verified views has been submitted with the application to assess the impact of the proposal on these heritage assets.
- 11.24 The Church of St John the Evangelist (St John's Church) which forms part of the boundary of the south western corner of the site is a Grade II Listed Building, it is a yellow brick building with a steeply pitched, tiled roof and deep recessed windows lining the roofscape. The Church forms a prominent and distinctive landmark in this part of Hatfield and its setting must be preserved by development in its vicinity.
- 11.25 There are two elements of the scheme that will have an impact on the setting of St John's Church: the layout, height and massing of the buildings and the treatment of the public realm with the new Church Square on its eastern side.
- 11.26 Within the existing development, the immediate setting of the Church consists of open grassland to the west (outside the application site and to the south of the Harrier PH). To the south and west is the St John's Youth and Community Centre and Parsonage which are also outside the site boundary and to some

extent detract from and interrupt views of the Church. To the north lies the hard paved pedestrian area with incidental planting to the front on the shopping parade while to the east is a concrete covered parking area with a wide dropped kerb giving access directly to High View which appears to be used as shared parking for the Church, the community centre and other business premises.

- 11.27 Within the vicinity of the Church the proposed new dwellings comprise mainly three storey town houses with the third storey stepped back to provide small roof terraces. As a consequence of the configuration of the layout and the separation distances involved together with the scale, massing and positioning of the proposed houses it is considered that the views of the Church have been framed and preserved through the development. The west elevation of the Church will retain its prominence along Bishops Rise and the proposed development does not compete with the unique triangular form of the Church. The Council's heritage advisors Place Services, comment that "whilst there is change to the setting of the grade II listed church, the proposal is not considered to have a harmful impact on its significance. The scale, massing and positioning of the proposed blocks has purposefully preserved views of the church through the development, and the creation of a new public square to the east of the church is considered to be an enhancement as the existing hardstanding and parking detract from its setting. The west elevation of the church will retain its prominence along Bishops Rise and the proposed development does not compete with the unique triangular form of the church".
- 11.28 Land ownership queries from the Church also resulted in a small redesigning in the treatment of the Church Square at this point involving further amendments to the public realm in the Church Square. These amendments relate to the treatment of the paved area. It is considered that there would be no adverse impact on the setting of the listed church from this aspect of the scheme.
- 11.29 The remaining heritage impact to consider is the potential impact of the development on long distance views on the setting of the Grade I Hatfield House, the Old Palace (Grade I), St Ethelreda's Church (Grade I) and Hatfield Park and Registered Garden (Grade I).
- 11.30 With regards to these heritage assets the accompanying heritage assessment concludes that the proposed development will not have any effect on the significance or the setting of the assets due to the separation distance and near complete obscuration by existing built form and vegetation. Place Services, the Council's advisors on heritage matters, comment that "It is not considered that, at the proposed heights, the buildings will become prominent or detracting features within long views from the Hatfield House, Old Palace, St Etheldreda's or Hatfield Park. Whilst they may be visible, they will be partially filtered and will become part of the wider landscape setting, which already incorporates views of other buildings... It is considered that no harm will be caused to the significance of these heritage assets".
- 11.31 With regards to the increased scale of development proposed as compared to the High View Design SPD, the impacts upon the setting of identified heritage assets are therefore considered to be acceptable in principle and there is no

detailed heritage objection to the proposal subject to planning conditions being imposed to control external materials and details of hard and soft landscaping to ensure the setting of the Grade II listed church and more distant listed buildings is preserved in accordance with the requirements of S66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Impact of scale upon neighbouring homes and residents

- 11.32 As is mentioned above the development site is separated from its nearest residential neighbours. The new buildings would be at least 36m from homes opposite on Bishops Rise, separated by the full width of the road, footpaths, verges and front gardens and proposed parking spaces. Neighbours to the north comprise a petrol filling station, the Youth Justice Centre and the JMC. On its southern edges are the Harrier Public House, the Church and Community Centre and open space. Only on the south eastern edge are there dwellings immediately abutting the site. The proposed new homes adjacent to these are three storey houses and again they are located at a distance and beyond established hedgerows, such that the immediate physical impacts of the new development are relatively limited. The separation is demonstrated by a sunlight/overshadowing study accompanying the application which shows that shadows from the development will not unreasonably impact upon adjoining homes.
- 11.33 Whilst taller homes will increase the possibility of overlooking occurring it is considered that the distances between existing and proposed new homes, together with the careful orientation of the new homes does succeed in reducing the potential for serious harm arising from overlooking.
- 11.34 With regards to the increased scale of development proposed compared to the High View Design SPD it is therefore considered to be acceptable in principle in terms of likely impact upon the living conditions of its near neighbours.
- 11.35 The higher density and greater scale of buildings also needs to be assessed in terms of impacts on new occupiers. Each of the proposed dwellings is designed to achieve the Governments internal space standards for new homes and so internal space is considered to be of a suitably high standard for the intended occupiers. The houses within the development will each have access to modest private garden areas and some will also have a small roof terrace. All of the flats will have access to balcony space to provide external space and within the site it is intended to create a neighbourhood equipped area of play for general access enabling children's play within the public realm and in a safe overlooked area. Noise assessments reveal that only a number of flats facing onto Bishops Rise are at risk from potential road noise associated with the road and a condition relating to noise insulation is recommended to ensure the living conditions of occupiers is maintained to a sufficiently high standard. Despite the high density of development and the general scale and layout of the proposed development it is considered to be of a suitably high standard and quality that it will provide suitable living environments for the intended occupiers and will accord with the general design objectives of the Framework and with policies D1 and D2 of the District Plan and is mindful of guidance contained in the recently published National Design Guidance. Furthermore, if permitted,

conditions will be imposed to ensure control over the appearance of the proposed building and surfacing materials, the provision of good quality street and private landscaping and much improved facilities for businesses and their visitors/customers.

3. Neighbour Representations

- 11.36 Despite the extensive public consultation that has preceded the application some local residents are clearly concerned that the additional development, car and people numbers will be too much for the site and for local infrastructure such as schools and health services.
- 11.37 To address issues of infrastructure contributions towards schools and health (and others), contributions are proposed via the signing of a Section 106 agreement – see below.
- 11.38 The scale of development is greater than the 2011 High View SPD promotes however the application demonstrates that the general scale of buildings can be accommodated on the site. The development also achieves the Council's desired parking standard for all the business premises and homes proposed and so the overall level of parking is considered acceptable.
- 11.39 However at present the site contains a large number of parking spaces which are not made essential by the current scale and range of development on site and appear to be used by persons neither working at nor visiting the site and if the development proceeds these vehicles could potentially be displaced from the site to other locations. Whilst the development site, and its neighbours are in a very accessible location where means of transport other than the private car are available, if vehicles are displaced from the site alternative means of controlling parking may need to be explored. The council's parking team has therefore requested financial contributions be secured via a S106 obligation to be used to fund parking surveys and possible parking controls in the area around the site to mitigate against indiscriminate parking – see below.
- 11.40 Concerns about the capacity of the local foul drainage system identified by residents have been clarified with Thames Water who advise that the issue can be addressed by planning condition.

4. Highway considerations including access, traffic generation, parking and travel plan

- 11.41 The application site is an established neighbourhood centre in a mature suburb. The traffic assessment accompanying the planning application shows that vehicular traffic conditions in the vicinity of the site can be characterised as being light and with low speeds. Road junctions in the vicinity of the site are also all shown to be operating well below capacity and so the additional traffic and journeys associated with an increase in development density on the application site can therefore be accommodated without significant impacts upon surrounding road capacity and junctions.

- 11.42 Evidence contained in the accompanying Transport Assessment also shows that existing residents in this locality use modes of transport other than the private car to a greater extent than in other parts of the borough. This is made possible in part because the site is very accessible on foot and cycle and is well served by public transport.
- 11.43 The impacts of traffic from the new development on the local road network is therefore considered acceptable and the sites accessibility and the mixed use development proposed means that the new homes will be located next to local shops, services and facilities, so that new and established local residents will be able to meet many of their day-to-day needs without travelling off-site.
- 11.44 Once on site the new development will offer safe and direct access to points of interest and so will make walking more attractive and convenient than at present.
- 11.45 Although already in a sustainable and accessible location the application is considered likely to improve the usability of pedestrian routes through the site and also proposes to facilitate further improvements to the local cycle network. The development will, via a financial contribution, help with the delivery of a new 3m wide shared footway/cycleway passing the site along the western side of Bishops Rise by widening of the existing footway between its junction with Northdown Road and High View.
- 11.46 The development would therefore assist in achieving improvements sought as part of the Hatfield 2030+ Transport Strategy and the impacts on walking and cycling networks are therefore considered to be acceptable and their use will be encouraged as part of the development's Residential Travel Plan also to be secured and monitored via a proposed S106 obligation.
- 11.47 If permitted, the development is also predicted to result in increased usage of public transport with bus routes present very close to the site and so impacts on public transport services and infrastructure are considered to be acceptable and travel by public transport will also be encouraged as part of the development's Travel Plan.
- 11.48 A Framework Travel Plan accompanies the application. Its key aims are to reduce car trips and improve travel choices by non-car modes. It has a target to reduce the car driver mode share to 49% for AM peak hour departures from the site. The site's location provides an excellent foundation for the Travel Plans, it has good accessibility to a number of existing local services and facilities in Hatfield, and good accessibility by non-car modes. Its layout will influence staff, residents' and visitors' travel patterns from the outset, reducing dependence upon the private car. These include the pedestrian and cycle routes through the site and the proposed Bishop's Rise shared footway and cycleway. The car parking arrangements will also influence travel patterns and the development includes active and passive electric charging points and a car club within the development to encourage more sustainable travel patterns. Travel Information Packs and incentives for residents, staff and visitors to travel by public transport, walking and cycling will be provided as part of the Travel Plan which can be secured by planning condition/obligation.

- 11.49 The first iteration of the Travel Plan accompanies the planning application and it will be revised and updated to a Full Travel Plan for the site and secured by the S106 agreement for the development with a target to reduce the development's car driver mode share to 49%.
- 11.50 Hertfordshire County Council as Highway Authority has assessed the Transport Statement, the Framework Travel Plan, the plans and the road layout proposed and does not wish to restrict the grant of permission subject to appropriate planning conditions and necessary planning obligations.
- 11.51 Highways England is satisfied that the development will not affect the strategic road network and has no objections to the scheme.
- 11.52 The development is therefore considered acceptable in terms of its highway impacts and to accord with District Plan Policies and the Framework.
- 11.53 Consultation with the Town Council and with local residents has shown that residents are however particularly concerned with car parking pressures arising from the development.
- 11.54 The High View SPD makes it clear that any new development should achieve the Council's required parking standards and these concerns have been central to the evolution of the design now proposed. Sufficient parking spaces are proposed within the site to accommodate the scale and type of development proposed within the site. During the course of the application the parking arrangements have continued to be discussed and the council's parking manager is now satisfied that the development offers a sufficient quantum of parking spaces that are appropriate in terms of location and convenience and in terms of allocation between users. It provides a mix of 47 spaces for the business on site, 18 spaces dedicated to the business units (staff), 90 spaces for flats, 40 spaces to be shared between commercial and residential users (shared users), 23 spaces for houses, 2 car club spaces and 9 spaces for the Youth Justice Centre (total 229).
- 11.55 The development does not however make provision for car parking to meet the needs of users other than those within the site. Users who might currently use the site for overnight and longer term parking and whilst attending the nearby university for example, may be displaced from the site. To address this possible impact a suggested requirement of any S106 obligation is therefore to seek a contribution towards parking surveys in the local area to identify trends in parking that might then justify controlled parking zones (CPZs) being introduced.
- 11.56 The development does however provide sufficient parking within the site to serve the scale and range of uses proposed.
- 11.57 The High View SPD also makes it clear that a key objective of the re-development is to improve the connections between High View and the surrounding area to make the centre more accessible. The development does propose clear footway connections to the new business units and flats including

a reduced gradient to the approach to the JMC making access on foot throughout the site easier and safer.

- 11.58 In addition to this the proposal will contribute towards a stretch of cycleway on the opposite side of Bishops Rise via a financial contribution secured by S106 obligation.
- 11.59 Provision will also be made for securing and storing bicycles through the site, both in terms of occupiers and short term visitors. These combined provisions will serve to improve accessibility to and around the site and encourage use of transport means other than the private car.
- 11.60 A more intensive use of the site, together with investment in the businesses and the environment generally is also likely to result in greater use, improved vitality and viability of the neighbourhood centre and potentially greater demand for public transport services in the vicinity of the site to improve the viability of these services also. In this respect it is considered the proposal will achieve the aims of the adopted District Plan Policy H1 and the High View SPD.

5. Trees and landscaping

- 11.61 The proposed development will result in the removal of a number of trees from within the development site. This is a result of their being in direct or indirect conflict with the proposed development works and in order to secure modifications to the local highway network, and provision of necessary car parking. The Council's Landscaping and Ecology Team says ordinarily the Category A and B trees would need to be retained on site, however it does acknowledge that there is an opportunity to enhance the landscape within the design and layout proposed. A high quality landscape proposal which integrates the landscape within the built environment should be sufficient to mitigate the significant tree losses. Further detail of landscaping and tree protection measures are considered necessary and can be secured through planning conditions.

6. Play and Open Space

- 11.62 As a substantial new residential development District Plan Policy OS3 is clear that it will be expected to make a contribution to the provision of children's play space based upon meeting NPFA standards (now Fields in Trust). The application proposes the provision of a Local Equipped Area of Play (LEAP) to Fields in Trust standards located in the centre of the site which will be easily accessible to residents of the site and the wider area. Whilst the scale of the activity area and the overall size of the play area will accord with the LEAP standards it will however be closer to new homes on its west side than is recommended. A buffer zone of 20m is recommended around such facilities to ensure that residents are not unduly disturbed, this is achieved on two of its three sides but a distance of only about 10m is achieved on its west side. This could be a source of complaint in the future however in a relatively high density urban area of mixed commercial and residential uses it is considered that the area will be busier than in a lower density purely residential area and the precise design and position of play equipment can be controlled by planning

condition to ensure the play area is designed to minimise impacts upon its near neighbours. In these circumstances it is considered that residents will be more tolerant of noise and general activity and the reduced buffer distance will on balance be acceptable.

- 11.63 Whilst the layout of the play area is shown as only indicative at this stage a planning condition will be required to secure approval of the final design and layout of the equipment, surfacing, landscaping and fences surrounding the play area.
- 11.64 The on-site provision of the LEAP will secure an appropriate level of play space for younger children in accordance with plan requirements, however the District Plan Policy OS2 also requires substantial new developments to potentially contribute towards the provision of sports facilities also. This off-site provision is via a financial contribution secured by a S106 obligation.

7. Drainage

- 11.65 As a major development the applicant is required to prepare a Flood Risk Assessment to demonstrate that the development will not result in additional flood risk either on or off site. The submitted FRA and surface water drainage strategy for the site is based upon permeable paving with rain gardens, attenuation tanks, a swale and ultimately discharge into Thames Water surface water sewer.
- 11.66 Thames Water confirmed in pre application advice that there is sufficient capacity in both the foul and surface water drainage systems in the vicinity of the site which a suitably designed scheme of drainage can connect to. Since then detailed surface water calculations have been provided which demonstrate that the drainage strategy caters for all rainfall events up to and including 1 in 100 plus 40% for climate change. On this basis the Local Lead Flood Authority has confirmed that it has no objections to the scheme subject to planning conditions being imposed and Thames Water also recommends conditions to secure the scheme and to require the works to be carried out in accordance with the approved scheme.

8. Sustainability performance

- 11.67 District Plan Policy SD1 requires development proposals to demonstrate that the principles of sustainable development are satisfied and that they accord with the objectives and policies of the plan. Emerging policies SP10, SADM 13 and SADM 14 each have similar objectives and a statement therefore accompanies the planning application that demonstrates how the development addresses the sustainability criteria in the council's Supplementary Design Guidance.
- 11.68 Apart from re-using a previously developed site it also confirms that the scheme has been designed with sustainability in mind. It is to include measures to prevent pollution, responsible sourcing of materials and selecting materials with low embodied energy and Life Cycle Assessment for the BREEAM assessment of the 'One Stop' retail unit and the wider building envelope.

11.69 The new units will incorporate water sensitive design including low water use fittings and appliances. Passive design measures include low u-values achieved through high levels of insulation, high specification windows and the use of solar PV and air source heat pumps to achieve a 10.2% CO2 reduction overall.

11.70 It is therefore considered that the re-use of this previously developed urban land does achieve local and national policy requirements in terms of sustainability and confirmation of this can be secured by a condition requiring submission of a scheme/report of sustainability measures incorporated into the development.

9. Housing mix and the provision of affordable housing

11.71 The NPPF requires that affordable housing be provided on all developments involving 10 or more dwellings. The District Plan Policy H7 requires that 30% of new homes are provided on sites such as this, whereas Policy SP7 of the Emerging Local Plan proposes that this figure be reduced down to 25% on Hatfield sites, a figure that is based upon viability evidence produced in support of the Emerging Local Plan. The application proposes to meet this target of 25% and this and the continuing occupation of the dwellings as affordable homes would need to be secured through a S106 agreement. Paragraph 2.2 above shows the number, size and tenure of dwellings proposed in the development.

11.72 The affordable housing will comprise of a mix of 24 socially rented units and 12 shared ownership.

11.73 The remaining dwellings will be market homes.

11.74 The overall range of dwelling sizes and comprising one, two and three bed flats and houses is considered to be acceptable, policy compliant and appropriate for the area.

10. Mix of uses in the retail and commercial area and the degree of flexibility sought within the scheme

11.75 All retail units within the existing Hill Top parade as well as Ladbrokes within the Hexagon have been offered the opportunity to be accommodated within the new development. 16 businesses have taken up this offer with very similar size units being made available for them to move into. To ensure that all retail units are offered the opportunity to move directly into their new retail unit from their existing retail units without having to temporarily close, the proposed development would therefore be split into 3 phases to ensure this relocation is possible. The retail and commercial functions present on site will therefore be retained for the duration of works on site.

11.76 The development also makes provision for an additional small retail unit and a doctor's surgery and is to secure a contribution towards Health Facilities in accordance with NHS requests on a scale that is proportionate to the scale of development proposed, this too is to be secured via a S106 obligation.

- 11.77 The development would therefore ensure the continued functioning of the existing neighbourhood centre businesses with new premises. The application also however seeks a flexible use for all the new business units within the Classes: A1, A2, A3, A5, B1, D1 use classes, and within the proposed Doctor's Surgery flexible uses within Classes A1, A2, A3, A5 and D1. The mix of uses would of course initially reflect the existing mix of uses on the site, and will also enable the two additional units to accommodate different offers to add to the vitality and viability of the centre. Currently, the units in the Hill Top centre comprise in excess of 50% A1 retail which accords with the council's current and emerging plans, and this balance will be retained in the new centre with all existing tenants moving across the new scheme, however in allowing future flexible uses as requested, individual units may change use within those specified use classes for a period of 10 years without express planning permission, and so the balance of uses could change over time between the following range of uses - Use Classes A1 – retail; A2 – professional services; A3 – food and drink; A4 drinking establishments; A5 – hot food and takeaway and a limited area of B1 – Business class, D1 Non-residential institutions. Such flexibility in future uses as requested in the application could result in the Council's policy objective of securing over 50% of units in neighbourhood centres within A1 retail use at any one time being diluted. Such flexibility could therefore conflict with the emerging Local Plan Policy SADM4 which requires at least 50% of retail frontages (by number of units) to remain in A1 use.
- 11.78 The introduction of planning permissions allowing flexible uses was intended to ease the burden on owners and applicants by removing the need to always apply for planning permission each time there is a change in use. The request is therefore considered to reflect the spirit of current national advice but does not wholly reflect the objectives of the emerging Local Plan which requires that the neighbourhood centre should overall maintain at least 50% of the units in A1 retail use. The proposed request for flexible uses across the entire range of commercial units therefore is not wholly acceptable and a condition will be imposed which has the effect of requiring that future changes of use which might result in the loss of A1 retail units will require express planning permission.

11. Education Requirements

- 11.79 The introduction of a substantial number of new homes will result in increased demand on local facilities such as schools and nurseries. The County Council has therefore identified the impacts of the development on its services and in accordance with its 'Hertfordshire Toolkit' has requested financial contributions be made towards primary education in the area (expansion of De Havilland Primary School by one form entry) (£123,240), towards secondary education (expansion of Onslow St. Audrey's secondary school by one form entry) (£94,372), by enhancement of library services (Hatfield Library capacity) (£16,956) and by increasing the capacity at Hatfield Young Peoples Centre (£2,188). These infrastructure and community facilities improvements, made necessary by the increased demand arising from the development can be secured by a S106 obligation.

12. Ecology and bio-diversity

11.80 The site is mainly covered with hardstandings and buildings with limited areas of planting. Surveys have revealed that the site is low in ecological value but did reveal the presence of a potential bat roost. Consequently a European Protected Species Mitigation (EPSM) licence will therefore be required from Natural England to enable legislative compliance during demolition and construction works at site. The introduction of additional planting and measures such as bat boxes in the new development will however give the opportunity for modest enhancements to the ecological value of the site. Such enhancements would accord with Development Plan policies and Framework objectives which seek bio-diversity enhancements in all new developments. A detailed landscaping scheme and bird and bat boxes can be secured by planning conditions.

13. Waste and recycling

11.81 Presently on site between the Harrier Public House and the flats facing onto Bishops Rise there is a collection of various recycling facilities. These facilities will be accommodated within the proposed development on the new cross street.

11.82 Within each of the proposed development blocks waste and recycling bins will also be secured for the daily use of the site occupiers. In addition to this the provision of an appropriate number and capacity of bins will be secured through a financial contribution secured by S106 obligation.

11.83 The developer has also committed to utilise waste minimisation measures throughout the construction programme.

14. Contamination

11.84 A Geo Environmental Assessment Report accompanying the application revealed no significant contamination on the site however it has not been possible to discount the risks across the rest of the site. Proposals to import clean soils to cover gardens and landscaped areas are identified as an appropriate way to manage the associated risks and ensure safe development although further environmental investigation of shallow soils is recommended once the site is cleared, and all areas can be accessed. The advice of the Council's Public Health and Environmental Protection Team is therefore to impose planning conditions to ensure the reporting of unexpected contamination on the site.

15. Planning obligations and delivery

11.85 The three tests set out in Regulation 122(2) of the Community Infrastructure Levy (CIL) Regulations 2010 require S106 agreements to be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

LEAP maintenance sum	N/A
Non adopted amenity areas/ managed through company	Details of company management arrangements
Fire Hydrants	To be provided on site unless otherwise agreed

12. Conclusions

- 12.1 The proposed redevelopment of the High View neighbourhood centre with a mixed residential commercial development has been a policy aim for 15 years and continues to be a priority identified in the emerging Local Plan. In principle therefore the proposed development is acceptable and in accordance with policies contained in the Development Plan.
- 12.2 Whilst the detailed development proposals and plans considered as part of this full application do not entirely repeat the form or scale of development shown in the Council's adopted High View SPD it does reflect the SPD's objectives. The design of the development is considered to be acceptable, its likely impacts adequately controlled and mitigated by the imposition of necessary planning conditions and Section 106 obligations.
- 12.3 Coupled with broad compliance with council objectives and policies relating to this site the Council's current acknowledged lack of a five year supply of deliverable housing sites means that the 'tilted balance' in favour of sustainable housing development required by the National Planning Policy Framework should also be brought to bear. The Local Planning Authority should apply a presumption in favour of the provision of homes unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or the adverse impacts arising from development would significantly and demonstrably outweigh the benefits. It is not considered that there are adverse impacts arising from this development that would 'significantly and demonstrably' outweigh the benefits. Any adverse impacts that might arise can be adequately controlled and mitigated by the imposition of conditions and by securing a range of necessary and proportionate financial contributions towards community facilities and infrastructure by the completion of a S106 agreement.

14. Recommendation

- 14.1 It is recommended that planning permission be GRANTED subject to:

1. Completion of a satisfactory S106 planning agreement and the agreement of any necessary extensions to the statutory determination period to complete this agreement for:

Provision of affordable housing at 25% (36 units)

Primary School contribution	£121,506
Secondary School contribution	£91,576
Youth Facilities	£2161
Library Facilities	£16,785
Indoor and outdoor Sports	£108903
Waste & Recycling	£13,275
Healthcare	£103,339
Mental Health	£54,967
Car Parking	£20,000
S106 Monitoring	£5000
Travel Plan Monitoring	£6000
Sustainable travel contributions/ provision of facilities	£107200
LEAP provided on site	target/trigger date for provision
Non adopted amenity areas/ managed through company	Details of company management arrangements
Fire Hydrants	To be provided on site unless otherwise agreed

2. the following conditions:

Conditions

1. Prior to commencement of the development hereby permitted a Construction Management Plan (or Construction Method Statement) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Management Plan / Statement shall include details of:
 - a. Construction vehicle numbers, type, routing;
 - b. Access arrangements to the site;
 - c. Traffic management requirements
 - d. Construction and storage compounds (including areas designated for loading / unloading and turning areas);

- e. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;
- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
- h. Provision of sufficient on-site parking prior to commencement of construction activities;

REASON: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018) and the National Planning Policy Framework.

2. Prior to commencement of each phase of development a Site Waste Management Plan for that phase or block has been submitted to and approved in writing by the Local Planning Authority. The Management Plan as approved shall be implemented throughout the demolition and construction period.

REASON: To ensure measures are in place to minimise waste generation and maximise the on-site and off-site reuse and recycling of waste materials, in accordance with Hertfordshire Waste Core Strategy and Development management Policies DPD 2012 and the Welwyn Hatfield District Plan Policy R5.

3. Prior to commencement of works within each phase of development, trees and planting shown to be retained/protected in the accompanying Greengage Arboricultural Tree Constraints Plan 551125jrAug19_TCPpr_FV.2, details of tree protection measures to be adopted shall be submitted to and approved in writing by the Local Planning Authority. The approved tree protection measures shall be in place before works on that phase are begun and shall remain in place for the duration of works on that phase of the development.

REASON: To protect the existing trees, shrubs and hedgerows in the interest of visual amenity in accordance with Policies D8 and R17 of the Welwyn Hatfield District Plan 2005.

4. Prior to commencement of above ground works a detailed surface water drainage scheme for the site based on the approved drainage strategy and sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including 1 in 100 year + climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. This should include:

1. Detailed drainage layout with identified service corridors.
2. Detailed engineered drawings of the proposed SuDS features including cross section drawings, their size, volume, depth and any inlet and outlet features including any connecting pipe runs.

The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

REASON: To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants in accordance with Welwyn Hatfield District Plan Policy R9.

5. Unless otherwise agreed by the Local Planning Authority, prior to commencement of each phase, development other than that required to be carried out as part of an approved scheme of remediation for that phase must not commence until conditions A to D below have been complied with.

If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition D has been complied with in relation to that contamination.

A. Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to: • human health, • property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, • adjoining land, • groundwaters and surface waters, • ecological systems, • archeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

B. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

C. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development on each phase other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

D. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition A, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition B, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition C.

E. Long Term Monitoring and Maintenance

A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of years, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority.

Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and submitted to the Local Planning Authority.

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Welwyn Hatfield District Plan policy R2.

6. Prior to commencement of above ground works on each phase of the development, detailed proposals for the provision of secure cycle parking for each residential dwelling for that phase shall be submitted to and approved in writing by the Local Planning Authority. These details shall include a specification for the installation of Sheffield stands or similar in the communal cycle stores for flats and the provision of secure cycle-storage lockers for dwelling houses generally as specified in the application documents.

The approved cycle storage facilities shall be installed prior to the first occupation of each dwelling to be served by the cycle storage facility.

REASON: To ensure the provision of secure long term cycle storage for each dwelling on the site in accordance with Welwyn Hatfield District Plan Policy M6.

7. Prior to commencement of above ground works on each phase of the development, a detailed hard and soft landscaping scheme for that phase of the development shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure a high quality landscape plan is incorporated into the development in the interest of the amenity value of the development in accordance with Policies GBSP2, D2 and D8 of the Welwyn Hatfield District Plan 2005

8. Prior to first occupation of each phase, full details shall be submitted to and approved in writing by the Local Planning Authority in relation to the proposed arrangements for future management and maintenance of the proposed streets within the development. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).

REASON: To ensure satisfactory development and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard in accordance with Policies 5 and 22 of Hertfordshire's Local Transport Plan (adopted 2018) and the National Planning Policy Framework.

9. Prior to the first occupation / use of any part of the development identified in the application plans and supporting documentation as Phase 1 of the development, the amendments to High View along its' length and shown on the approved plan shall be provided to the specification of the Highway Authority.

REASON: To ensure satisfactory works to the highway and access into and through the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018) and the National Planning Policy Framework.

10. Prior to the first occupation / use of any part of the development identified by the applicants as Phase 2 of the development, vehicular access shall be provided and thereafter retained at the position shown on the approved plans. Arrangements shall be made for surface water drainage to be intercepted and

disposed of separately so that it does not discharge from or onto the highway carriageway.

REASON: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018) and the National Planning Policy Framework.

11. Prior to the first occupation / use of each phase of the development hereby permitted the proposed on-site car and cycle parking / servicing / loading, unloading /turning /waiting areas as required for each element shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and shall be retained thereafter for that specific use.

REASON: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018) and the National Planning Policy Framework.

12. Prior to commencement of above ground works in each phase of development, a strategy setting out sound insulation options for the commercial premises within that phase shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, each unit shall not be occupied until a detailed sound insulation scheme has been submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved plans.

REASON: To protect the occupants of nearby residential properties from noise disturbance in accordance with Welwyn Hatfield District Plan policy R19.

13. Prior to commencement of above ground works a scheme setting out the arrangements for the delivery of accessible housing for each phase or block will be supplied to the council in accordance with the following requirements:

- a) No development of residential development above ground level shall take place until a schedule of units, together with appropriate plans and drawings, has been submitted to and approved by the local planning authority setting out details of the number, layout and location of all units that will comply with Part M4(2) of the Building Regulations 2010.

- b) At least 20% of all new dwellings will meet Building Regulations Part M4(2) standards for 'accessible and adaptable dwellings' the delivery of which should be distributed across market and affordable tenures.

- c) For each block all units specified as M4(2) in the agreed schedule and plans shall be implemented in accordance with that approval for that block and in compliance with the corresponding part of the Building Regulations in that regard.

- d) Written verification of implementation of units in para c) will be supplied to the local planning authority within 30 days of the practical completion of the block it forms part of.

REASON: To ensure that suitable housing is provided to households in need of accessible or wheelchair housing in accordance with Policies D1, H10 of the Welwyn Hatfield District Plan 2005.

14. Prior to commencement of phase 3 of the development hereby permitted, detailed plans and specifications of the proposed Local Equipped Area of Play (LEAP) located within that phase shall be submitted to and approved by the Local Planning Authority. Those details shall include details of all play installations; surfacing materials; fencing and gates surrounding the play area and street furniture such as benches and bins.

The approved LEAP details shall thereafter be constructed as approved and made available for public use before the occupation of the 140th dwelling permitted and shall thereafter remain open for use by residents and the wider public.

REASON: In order to ensure an on-site high quality play facility for the site commensurate with its size and level of population in accordance with the requirements of District Plan Policy OS3.

15. Prior to any above ground development in each phase of the development hereby permitted Details identifying the locations of electric car charging points (both active and passive) shall be submitted and approved in writing by the Local Planning Authority. The electric car charging points shall thereafter be installed as approved prior to first occupation within each phase.

REASON: To ensure that the spaces are provided in the interests of highway safety in accordance with the National Planning Policy Framework.

16. Prior to any above ground development in each phase of the development hereby permitted, a report identifying a scheme of noise prevention measures to protect the proposed development from noise due to traffic and commercial businesses within and adjacent to the development site shall be submitted to and approved in writing by the Local Planning Authority. The approved report and noise prevention measures shall be implemented before any part of the residential accommodation within that phase of the development hereby approved is occupied.

The scheme shall ensure the indoor ambient noise levels in living rooms and bedrooms meet the standards in BS 8233:2014.

If opening windows leads to internal noise levels exceeding the levels within BS8233, then mechanical ventilation will need to be installed. Any associated mechanical ventilation will need to meet the ventilation requirements found within The Noise Insulation Regulations 1975.

Outdoor amenity areas will need to meet the 55dB WHO Community Noise Guideline Level with mitigation measures provided where required to meet this level.

REASON: To protect the occupants of nearby residential properties from noise disturbance in accordance with the requirements of Policies D1, D2 and R19 of the Welwyn Hatfield District Plan 2005.

17. Noise from plant and equipment associated with the commercial elements of the development shall be 10dB (LAeq) below the background noise level (LA90) when measured at the nearest residential properties (5dB below the background noise level if evidence is provided which shows that no tonality is present).

REASON: To protect the occupants of nearby residential properties from noise disturbance in accordance with the requirements of Policies D1, D2 and R19 of the Welwyn Hatfield District Plan 2005.

18. Within six months of commencement of above ground works on phase 1 of the development a scheme detailing the provision of Bird and Bat boxes within the development site shall have been submitted to the Local Planning Authority for its approval. The scheme to include the number, location, type and specification of the Bird and Bat box provision across the site.

The Bird and Bat box provision on each relevant block shall then be installed in accordance with the approved details before the first occupation of each relevant block.

REASON: To make provision for the loss of and enhancement of the bird and bat nesting and roosting opportunities in the site in accordance with Policy R11 of the Welwyn Hatfield District Plan.

19. There shall be no deliveries to or from the business premises hereby permitted outside the hours of 07:00 – 19:00 Mondays to Saturdays, nor at any time on Sundays, Bank or Public Holidays unless an individual delivery plan serving the individual business unit has first been submitted to and approved in writing by the Local Planning Authority. Deliveries to and from that business unit shall thereafter adhere to the times specifically agreed for that business premise.

REASON: To protect the occupants of nearby residential properties from noise disturbance in accordance with the requirements of Policies D1, D2 and R19 of the Welwyn Hatfield District Plan 2005.

20. Prior to the installation of external lighting in each phase of the development a scheme of external lighting installations (including vertical lux diagrams which show potential light trespass into windows of nearby residential properties) shall be submitted to and approved in writing by the Local Planning Authority. This scheme(s) must meet the requirements within the Institution of Lighting Professionals guidance notes for the reduction of obtrusive lighting.

REASON: To protect the amenity of residential occupiers in the near vicinity of the development in accordance with the objectives of Policies D1, D2 and R20 of the Welwyn Hatfield District Plan.

21. Prior to occupation of any individual commercial unit(s) within Use Classes A3 or A5, details of any air ventilation, extraction and odour control systems shall be submitted to and approved in writing by the Local Planning Authority. Such details must include the height, position, design and materials of any chimney or extraction vent to be provided in connection with the development.

The proposed system will need to adhere to the Defra guidance on the Control of Odour and Noise from Commercial Kitchen Extract Systems. The individual unit shall not be occupied until the facilities have been provided in accordance with the approved details.

REASON: To protect the amenities of the occupiers of residential accommodation in the vicinity from fumes and odours and in accordance with the objectives of Policies D1, D2 and R19 of the Welwyn Hatfield District Plan.

22. Prior to first occupation of each block, waste bins/bin storage facilities shall have been provided as shown within the submitted approved application plans and retained thereafter.

REASON: To ensure that each block is adequately serviced and the area does not suffer any detriment from the storage arrangements for waste and to achieve a high standard of development in accordance with the requirements of Policies D1 and D2 of the Welwyn Hatfield District Plan 2005.

23. Landscaping in respect of each phase or block shall be carried out in the first planting and seeding seasons following the occupation of each phase or block, and any plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

All landscape works shall be carried out in accordance with the guidance contained in British Standards 8545: 2014.

REASON: To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development in accordance with Policies GBSP2, D2 and D8 of the Welwyn Hatfield District Plan 2005.

24. No retained tree or shrub shall be cut down, uprooted or destroyed, nor shall any retained tree or shrub be pruned other than in accordance with the approved plans and particulars hereby approved.

(a) Any topping or lopping approved shall be carried out in accordance with British Standard 3998:2010 (Tree Work).

(b) If any retained tree or shrub is removed, uprooted or destroyed or dies, an equivalent tree or shrub shall replace it within the next planting season.

This condition will cease to have effect on the date 5 years from the date of work commencing on site.

REASON: To protect the existing trees, shrubs and hedgerows in the interest of visual amenity in accordance with Policy D8 of the Welwyn Hatfield District Plan 2005.

25. The development permitted by this planning permission shall be carried out in accordance with the principles of the approved surface water drainage assessment carried out by Iesis Structures, reference SE1327-ISS-XX-XX-RP-C-71047.01, revision R8, dated April 2019 and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off generated by the critical storm events so that it will not exceed the surface water run-off rate of 7.7 l/s during the 1 in 100 year event plus 40% of climate change event.
2. Providing storage to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year rainfall event plus climate change event providing a total storage volume in permeable paving with sub-base areas, rain gardens, attenuation tanks.
3. Discharge of surface water from the private drainage network into the Thames Water sewer network via four connection points.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

REASON: To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants in accordance with policies R9 of the Welwyn Hatfield District Plan 2005.

26. Upon completion of the development works an updated, detailed management and maintenance plan for all the SuDS features and structures included within the drainage strategy must be submitted to the Local Planning Authority for its approval and it shall include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime. This should include as-built drawings of all SuDS features and the final drainage layout.

REASON: To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants in accordance with District Plan Policy R9.

27. No phase or block of the development hereby permitted shall be occupied until a detailed Travel Plan has been submitted to and approved in writing by the Local Planning Authority for that part of the site. That Travel Plan shall generally accord with the Hertfordshire County Council document 'Hertfordshire Green Travel Plan Guidance'.

The measures specified in the approved Travel Plan shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied.

REASON: To ensure that the development is sustainable in accordance with Policy M3 (Green Travel Plans) of the Welwyn Hatfield District Plan 2005.

28. Prior to the occupation of any phase or block of the development hereby approved, detailed proposals for the provision of designated parking spaces for a car club on the site shall be submitted to and approved in writing by the Local Planning Authority. Those details shall include the timing of provision; methods of operation; maintenance and management of car club spaces.

The approved car club spaces shall be provided in accordance with the approved details and thereafter the spaces shall be used for car club parking and for no other purpose.

REASON: To protect the amenities of local residents and road users and to support sustainable and efficient transport modes for the development.

29. Premises falling within Use Classes A3, A4 and A5 hereby approved shall only be open to the public between 07:00 hrs and 23:00 hrs. Any members of public remaining in the buildings must have left the premises by 23:30 hours.

REASON: In order to protect the living conditions of local residents, in accordance with Policy R19 of the Welwyn Hatfield District Plan 2005.

30. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), there shall be no enlargement to the dwelling houses hereby permitted under Schedule 2, Part 1, Class A or Class B of the Order.

REASON: To secure a high standard of design and appearance in this prominent development and because the dwelling houses are sited on modest plots which would easily become overdeveloped if uncontrolled extensions were built resulting in in harm to the character and design of the development in accordance with Policies D1 and D2 of the Welwyn Hatfield District Plan and the National Planning Policy Framework.

31. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), there shall be no building, structure or enclosure erected within the dwelling house curtilage other than those expressly authorised by this permission.

REASON: To secure a high standard of design and appearance in this prominent development and because the dwelling houses are sited on modest plots which would easily become overdeveloped if additional structures were built in gardens resulting in in harm to the character and design of the

development in accordance with Policies D1 and D2 of the Welwyn Hatfield District Plan and the National Planning Policy Framework.

32. External materials used in the construction of the buildings hereby permitted shall accord with the details specified on the approved plans.

REASON: In order to ensure a high standard of design and appearance in accordance with Policies D1 and D2 of the Welwyn Hatfield District Plan.

33. No dwelling in any phase of the development hereby permitted shall be occupied until confirmation has been provided that either:- all wastewater network upgrades required to accommodate the additional flows from the development have been completed; or- a housing and infrastructure phasing plan has been agreed with the Local Planning Authority in association with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

REASON: The development may lead to sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient confirmed capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents in accordance with the National Planning Policy Framework.

34. The sustainability measures outlined in the accompanying/approved Stroma Sustainability Statement reference 10-18-71079 SS1 and dated 26 April 2019 shall be implemented entirely as approved.

REASON: In order to ensure a high level of sustainable performance within the buildings and development hereby permitted and in accordance with Policy SD1 of the Welwyn Hatfield District Plan and policy SP10 of the Welwyn Hatfield District Council Draft Local Plan (Proposed submission August 2016).

35. Within 9 months of the commencement of development on site a plan showing the proposed first use/users of the ground floor commercial units within each phase of the development shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter those unit(s) initially identified for use in the A1 Retail Use Class shall not benefit from the flexible uses applied for, and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) neither shall those units initially occupied in A1 retail use be changed to other uses under Schedule 2, Part 3 Classes D, G, J and M Class of the Order without the express planning permission of the Local Planning Authority.

REASON: In order to ensure the A1 retail function of the High View neighbourhood centre remains and is not lost/diluted by flexible changes of use to A1 retail premises that might otherwise be undertaken or as permitted development under Schedule 2, Part 3 Classes D, G, J and M Classes of the

Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) and in preserve the retail function of the neighbourhood centre in accordance with the objectives of TCR23 of the Welwyn Hatfield District Plan 2005 and Policy SADM4 of the Draft Local Plan Proposed Submission August 2016.

DRAWING NUMBERS

36. The development/works shall not be started and completed other than in accordance with the approved plans and details:

Levitt Bernstein drawings:

3515-D-001 P3	Site Location Plan
3515-D-002 P6	Existing Site Plan
3515-D-004 P2	Existing Parking Plan
3515-D-010 P3	Proposed Demolition Plan
3515-D-011 P13	Proposed Site Plan
3515-D-013 P5	Proposed Highways and Access Plan
3515-D-014 P6	Proposed Parking and Servicing Plan
3515-D-015 P7	Proposed Land Use Plan
3515-D-016 P8	Proposed Character Areas Plan
3515-D-017 P14	Proposed Landscape Plan
3515-D-018 P9	Proposed Phase 1 Plan
3515-D-019 P9	Proposed Phase 2 Plan
3515-D-020 P9	Proposed Phase 3 Plan
3515-D-030 P12	Proposed Tenure Plan-Ground Floor
3515-D-031 P12	Proposed Tenure Plan-First & Second Floor
3515-D-032 P12	Proposed Tenure Plan-Third Floor & Roof Plan
3515-D-040 P13	Proposed Mix Plan-Ground Floor
3515-D-041 P11	Proposed Mix Plan-First & Second Floor
3515-D-042 P11	Proposed Mix Plan-Third Floor & Roof Plan
3515-D-050 P9	Proposed Street Elevations-Sections 1-6
3515-D-100 P7	Proposed Block A-Ground Floor Plan
3515-D-101 P7	Proposed Block B1-Ground Floor Plan
3515-D-102 P7	Proposed Block B1-Upper Floors & Roof Plan
3515-D-103 P10	Proposed Block B2-Ground Floor Plan
3515-D-104 P7	Proposed Block B2-Upper Floors & Roof
3515-D-105 P7	Proposed Block C-Ground Floor Plan
3515-D-106 P7	Proposed Block C-Upper Floors & Roof Plan
3515-D-107 P12	Proposed Block D-Ground Floor Plan
3515-D-108 P7	Proposed Block D-Upper Floors and Roof Plan
3515-D-109 P10	Proposed Block E-Ground Floor Plan
3515-D-110 P7	Proposed Block E-Upper Floors and Roof Plan
3515-D-120 P6	Proposed Block A-Elevations and section
3515-D-121 P6	Proposed Block B1-Elevations and section
3515-D-122 P6	Proposed Block B2-Elevations and section
3515-D-123 P7	Proposed Block B2-Elevations and section
3515-D-124 P6	Proposed Block C-Elevations and section

3515-D-125 P6	Proposed Block C-Elevations and section
3515-D-126 P7	Proposed Block D-Elevations and section
3515-D-127 P6	Proposed Block D-Elevations and section
3515-D-128 P6	Proposed Block E-Elevations and section
3515-D-129 P6	Proposed Block E-Elevations and section
3515-D-130 P6	Proposed Block E-Elevations and section
3515-D-200 P6	Proposed 3B5P House Plans & Elevations-Type 1
3515-D-201 P6	Proposed 3B5P House Plans & Elevations-Type 2
3515-D-210 P7	Block B1 Flat Plot 04,10,16,22-2B4P
3515-D-211 P7	Block B1 Flat Plot 05,11,17,23-2B4P
3515-D-212 P7	Block B1 Flat Plot 06,12,18,24-2B4P
3515-D-213 P7	Block B1 Flat Plot 07,13,19,25-2B4P
3515-D-214 P7	Block B1 Flat Plot 08,14,20,26-2B4P
3515-D-215 P7	Block B1 Flat Plot 09,15,21,27-2B4P
3515-D-220 P7	Block B2 Flat Plot 28,26,44-2B4P
3515-D-221 P7	Block B2 Flat Plot 29 30 31 32 33 37 38 39 40 41 45 46 47
48 49 - 1B2P	
3515-D-222 P7	Block B2-Flat Plot 34,42,50-1B2P
3515-D-223 P7	Block B2 Flat Plot 35,43,51-2B4P
3515-D-230 P7	Block C1 Flat Plot 52,57,60-2B4P
3515-D-231 P7	Block C1 Flat Plot 53,56,59-2B4P
3515-D-232 P7	Block C1 Flat Plot 54,57,60-2B4P
3515-D-240 P7	Block D1 Flat Plot 72,78,84,90-1B2P
3515-D-241 P7	Block D1 Flat Plot 73,79,85,91-1B2P
3515-D-242 P7	Block D1 Flat Plot 74,80,86,92-2B4P
3515-D-243 P7	Block D1 Flat Plot 75,81,87,93-2B4P
3515-D-244 P7	Block D1 Flat Plot 76,82,88,94-1B2P
3515-D-245 P7	Block D1 Flat Plot 77,83,89,95-1B2P
3515-D-250 P7	Block D2 Flat Plot 96,102,108,114-2B3P
3515-D-251 P7	Block D2 Flat Plot 97,103,109,115-2B3P
3515-D-252 P7	Block D2 Flat Plot 98,104,110,116-2B3P
3515-D-253 P7	Block D2 Flat Plot 99,105,111,117-1B2P
3515-D-254 P7	Block D2 Flat Plot 100,106,112,118-1B2P
3515-D-255 P7	Block D2 Flat Plot 101,107,113,119-2B4P
3515-D-260 P7	Block E Flat Plot 120,126,132-1B2P
3515-D-261 P7	Block E Flat Plot 121,127,133-2B4P
3515-D-262 P7	Block E Flat Plot 122,127,133-2B4P
3515-D-263 P7	Block E Flat Plot 123,129,135-2B4P
3515-D-264 P7	Block E Flat Plot 124,130,136-2B4P
3515-D-265 P7	Block E Flat Plot 125,131,137-1B2P
3515-D-520 P5	Landscape Plan-External Car charging points
3515-D-521 P5	Landscape Plan-Hardwork
3515-D-522 P5	Landscape Plan-Softworks
3515-D-523 P5	Site Wide Levels
3515-D-524 P3	Landscape Detail area – Church Square
3515-D-525 P4	Landscape Detail 2 area - Hill Top Square
3515-D-526 P1	Landscape Details 3 – area cul-de-sac four houses
3515-D-900 P7	Residential Accommodation & Area Schedule 1
3515-D-901 P6	Residential Accommodation & Area Schedule 2

3515-D-902 P6	Residential Accommodation & Area Schedule 3
3515-D-903 P7	Retail Accommodation & Area Schedule
3515-D-904 P5	Residential Accommodation Summary Schedule

Isis Drawings

L486220-ISS-A-GF-DR-C-3001 P02	Block A - Proposed Drainage Plan
L486220-ISS-B1-GF-DR-C-3002 P02	Block B1 - Proposed Drainage Plan
L486220-ISS-B2-GF-DR-C-3003 P02	Block B2 - Proposed Drainage Plan
L486220-ISS-C-GF-DR-C-3004 P02	Block C - Proposed Drainage Plan
L486220-ISS-D-GF-DR-C-3005 P02	Block D - Proposed Drainage Plan
L486220-ISS-E-GF-DR-C-3006 P02	Block E - Proposed Drainage Plan
L486220-ISS-XX-GF-DR-C-3310 P02	Proposed S104 Drainage to be Offered for Adoption
L486220-ISS-01-GF-DR-C-3311 P02	Proposed S104 (Sheet 1 of 3)
L486220-ISS-01-GF-DR-C-3312 P02	Proposed S104 (Sheet 2 of 3)
L486220-ISS-XX-GF-DR-C-3313 P02	Proposed S104 (Sheet 3 of 3)
L486220-ISS-XX-GF-DR-C-3007 P01	Proposed S104 Drainage to be Offered for Adoption
L486220-ISS-XX-GF-DR-C-3008 P01	Proposed Drainage Plan Showing SUDS Implementation
L486220-ISS-XX-GF-DR-C-3314 P01	Proposed S104 Drainage to be Offered for Adoption - Phase 1
L486220-ISS-XX-GF-DR-C-3315 P01	Proposed S104 Drainage to be Offered for Adoption - Phase 2
L486220-ISS-XX-GF-DR-C-3316 P01	Proposed S104 Drainage to be Offered for Adoption - Phase 3
L486220-ISS-XX-GF-DR-C-3317 P02	Proposed S104 Exceedence Storm Flood Route
L486220-ISS-XX-GF-DR-C-3101 P01	Typical Drainage Details

Greengage Drawing: 551125jrAug19_TCPpr_FV.2 Tree Constraints Plan

REASON: To ensure that the development is carried out in accordance with the approved plans and details.

POSITIVE AND PROACTIVE STATEMENT

The decision has also been made taking into account, where practicable and appropriate the requirements of paragraphs 186-187 of the National Planning Policy Framework and material planning considerations do not justify a decision contrary to the development plan (see Officer's report which can be inspected at these offices).

Informatives

1. Part 3, Class V of The Town and Country Planning (General Permitted Development) (England) Order 2015 permits a change of use of a building or

other land from a use permitted by planning permission granted on an application, to another use which that permission would have specifically authorised when it was granted.

You are advised that the flexible uses hereby permitted are authorised at any time up to 10 years from the date of the commencement of the permission, subject to Conditions of this permission that restrict the use.

At any given time during the 10 year flexible period the use can change to another use within the flexible categories, but can only have one flexible use at any time.

Once the 10 year period ends no further flexible uses can occupy the site and the last known use will become the lawful use of the site.

2. The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/businessand-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.
3. It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/businessand-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.
4. It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highwaysroads-and-pavements.aspx> or by telephoning 0300 1234047.
5. The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with

Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-andpavements/business-and-developer-information/development-management/highwaysdevelopment-management.aspx> or by telephoning 0300 1234047.

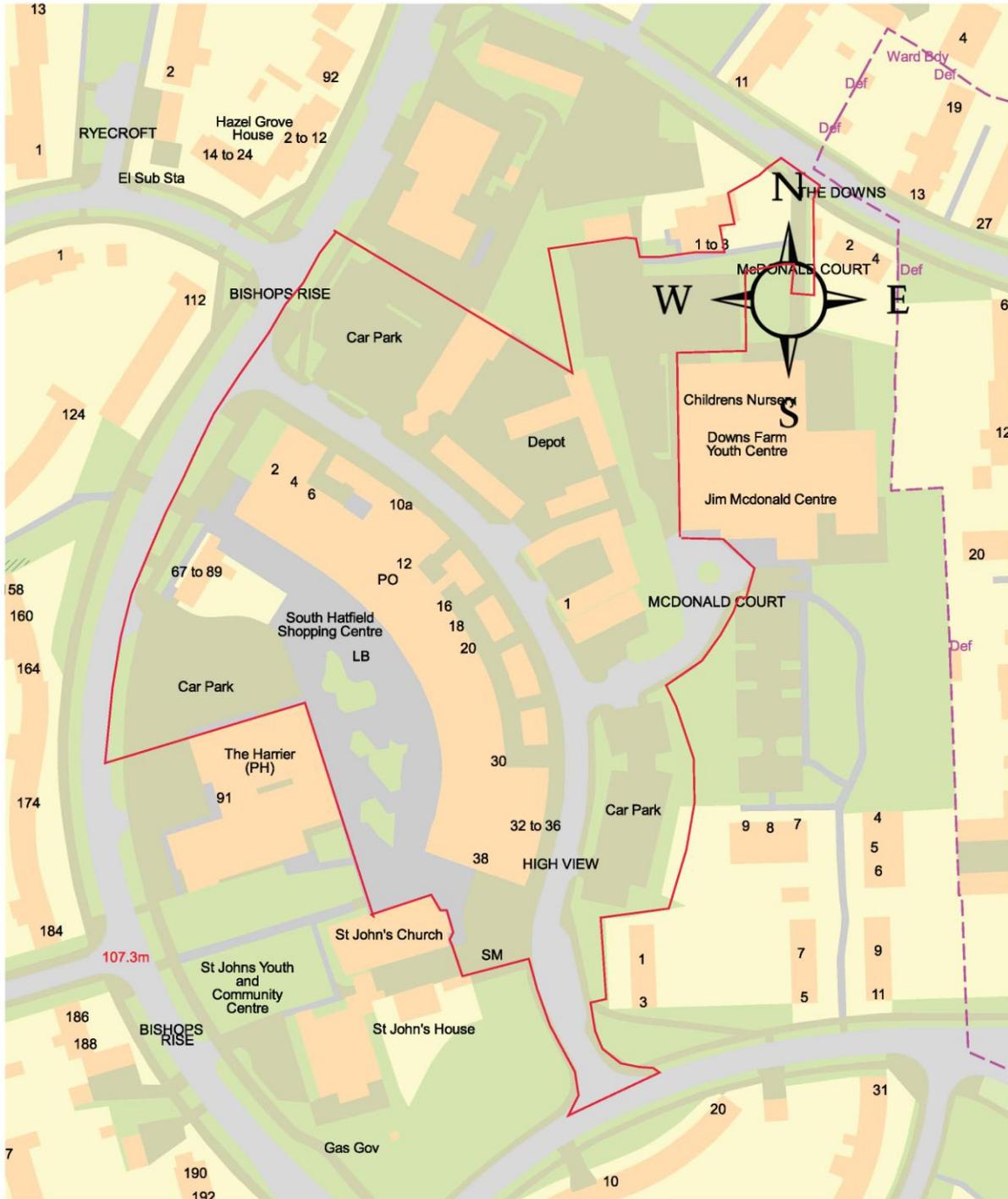
6. The applicant is advised that all routes with the exception of High View itself associated with this development will remain unadopted and the developer should put in place a permanent arrangement for long term maintenance. At the entrance of the new estate the road name plate should indicate that it is a private road to inform purchasers of their future maintenance liabilities. Further information is available via the website www.hertfordshire.gov.uk/services/transtreets/highways/ or by telephoning 0300 1234047.
7. The applicant should be advised that they are not authorised to carry out any work within the Public Highway and that to do so they will need to enter into a legal agreement with the Highway Authority (NRSW agreement). This consent is separate and additional to any planning permission that may be given. Before proceeding with the proposed development, the applicant shall obtain the requirements and permission for the associated placement of apparatus within the adjacent verge as part of the proposal via the HCC website www.hertfordshire.gov.uk/about-the-council/freedom-ofinformation-and-council-data/open-data-statistics-about-hertfordshire/what-our-prioritiesare-and-how-were-doing/highways-plans-andstrategies.aspx#DynamicJumpMenuManager_1_Anchor_5 or by telephoning 0300 123440047. This should be carried out prior to any new apparatus is placed within the highway.
8. In respect of Abnormal Loads the applicant is directed to ensure that operators conform to the provisions of The Road Vehicles (Authorisation of Special Types) (General) Order 2003 Schedule 5 of Schedule 9, part 1 in ensuring that the Highway Authority is provided with notice of such movements, and that appropriate indemnity is offered to the Highway Authority. Further information is available via the website www.gov.uk/government/publications/abnormal-load-movements-application-andnotification-forms or by telephoning 0300 1234047.
9. A Travel Plan for the development consisting of a written agreement with the County Council which sets out a scheme to encourage, regulate, and promote green travel measures for owners, occupiers, and visitors to the Development in accordance with the provisions of the County Council's 'Travel Plan Guidance for Business and Residential Development', which is subject to an overall sum of £6,000 payable before occupation of the development. This

'evaluation and support contribution' is to cover the County Council's costs of administrating and monitoring the objectives of the Travel Plan and engaging in any Travel Plan Review. Indexation of this figure will be based on the Consumer Price Index from the date planning is granted to the date the contribution is paid. The applicant's attention is drawn to Hertfordshire County Council's guidance on residential/commercial Travel Plans:

www.hertfordshire.gov.uk/services/highwaysroads-and-pavements/business-and-developer-information/developmentmanagement/highways-developmentmanagement.aspx#DynamicJumpMenuManager_1_Anchor_5

Our Travel Plan team can provide further advice at travelplan@hertfordshire.gov.uk

M Robinson, (Planning)
Date 16 December 2019



 <p>WELWYN HATFIELD</p> <p>Council Offices, The Campus Welwyn Garden City, Herts, AL8 6AE</p>	Title: HILL-TOP NEIGHBOURHOOD CENTRE, HIGH VIEW, HATFIELD, AL10 8HZ		Scale: DNS
	Project: Development Management Committee		Date: 2020
	Drawing Number: 6/2019/1067/MAJ	Drawn: Gill Howell	
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